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THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 4 MAY, 1888.

Volume XVII.
Number 1.

In the Spring the Young Man's Fancy

Lightly turns to thoughts of what he is to ride for the coming wheel season. He straightway gathers hlmself together and goes out among them, and after casting his eye over the field and making mental notes of the various "points" of the various makes, he buys his little VICTOR, and goes home contented in mind, believing he has the best thing.

AND HE IS ETERNALLY CORRECT.

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OVERMAN WHEEL COMPANY, - - - MAKERS,

182--188 COLUMBUS AVENUE, BOSTON.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

STARTLING—Only $40.00 for a 42-inch Pony Star; perfect order. Drop postal to FRANK M. DAMPMAN, Honey Brook, Pa.

FOR SALE—Star, 48-inch special, '86 pattern; full enamel. Price $60. Address WM. E. COOK, Church street, New Brunswick, N. J.

WANTED—Second-hand 50-inch crank Bicycle and a Rudge Safety; must be cheap. Send full description to H. H. B., Lock Box 50, Wappingers Falls, N. Y.

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FOR SALE—Rudge Safety; balls all round; new last season; will sell cheap. W. I. TABER, Herkimer, N. Y.

FOR SALE—New Rudge Bicyclette; never been used; perfect condition; imported last fall by owner, who is now returning to England. Price $110. Address L. O. M., Box 2214, New York City.

FOR SALE. Will sell cheap. One 50-inch Columbia and one 54-inch Yale. Both in perfect condition. F. A., 3417 Washington street, Boston.

IVEL SAFETY BICYCLE—Tangent spoke light roadster; 39 pounds, ball or rat-trap pedals, three gears; almost new. Price $125; cost $150. BICYCLE, No. 18 South Broad street, Philadelphia, Pa.

FOR SALE—54-inch Expert Bicycle; full nickeled; drop handle bars. For particulars address H. C. TROPP, Weissport, Pa.

FOR SALE—A 50-inch 1887 pattern Expert Columbia; almost new. Price $90; cost $125. J. M. YEAGLEY, Lancaster, Pa.

WILL EXCHANGE, Full jeweled English Chronometer Watch, 14 kt., engine turned hunting case, for Safety Bicycle or Tricycle, in good condition. MILTON KOHLER, Hagerstown, Md.

56-INCH Harvard Special; full nickeled; ball bearings; good condition. Price $55. C. W. WAGNER, Ann Arbor, Mich.

FOR SALE—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory, first-class condition. Price $150. Address R. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

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FOR SALE CHEAP—59-inch Columbia Light Roadster, standard finish, 1886 pattern; ball bearings all around; cow horn handle bars; Kirkpatrick saddle, in first-class condition. For particulars address Box 2181, Ithaca, N. Y.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, $85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore

FOR SALE—New Columbia Light Roadster Tricycle, list $165, will sell for $140 cash. T. B. RAYL & CO., Detroit, Mich.

FOR SALE—American Star Special, and Expert Columbia 52-inch, at very low prices. Address P. O. Box 761, Cincinnati.

BICYCLE FOR SALE—A 50-inch American Rudge, in good condition. Price $75.00. ARTHUR H. TUCKER, Blue Hill, Mass.

BARGAIN—Royal Mail Two Track Tricycle, side chain, in excellent condition, perfect in every way; ball bearings throughout. Cost $175. Price $[illegible]. Owner obliged to give up riding. Can be seen at WILLIAM READ & SONS, No. 107 Washington street, Boston.

54-INCH HUMBER RACER; never been ridden. Price $[illegible], cost $150. Address H. R. LEWIS, 115 North Second street, Philadelphia.

FOR SALE—Club Tandem, ball bearings all round, in excellent condition. Price $[illegible]. Apply Room No. 14, 32 Pemberton Square, Boston.

COLUMBIA TANDEM FOR SALE—Good as new; has been ridden but 150 miles. Price $[illegible] for cash. R. S. COON, Fitchburg R. R. Depot, Boston.

FOR SALE—Quadrant Tricycle No. 8; Bicycle steering; 30-inch driving and 26-inch steering wheels; ball bearings all round; detachable axle, reducing width to 29 inches; luggage carrier and Lakin cyclometer; has been used but little, and is in perfect running order. Price $140. QUADRANT, Box 1286, Boston.

56-INCH American Champion, 1887 pattern, balls all round, including pedals; cow-horn handle-bars, cobble-stone anti-header saddle. Almost as good as new; price, $75.00. Address, C. E. ALEXANDER, Tarrytown, N. Y.

(Continued on Page 18.)

To the Editor Bicycling World:

There's an advertisement in the last issue of your journal that says Wanamaker & Brown make the best regulation uniforms for Bicyclers.

Who are Wanamaker & Brown?

Inquire in Philadelphia.
Inquire in Chicago.
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We do the largest retail cloth ing business in the country. We have only one plank in our platform: Reliable Clothing at the Least Prices.

How else could we have got the largest business? The fact speaks for the shrewdness of the American people and our fairness.

Isn't Uniform Clothing a little harder to make?

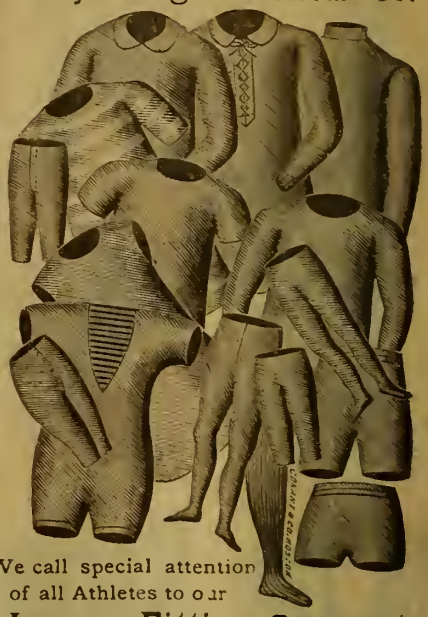
It couldn't be harder to make bicycling uniforms than railroad uniforms, military uniforms, band uniforms. Ask the largest and best companies in the country how Wanamaker & Brown do their work? Not a branch of our business is doubling itself faster than that of uniform making.

Besides, the National Association says we make the Best Bicycling Uniform. They gave the contract for goodness and doing it for less money.

Send your orders along.

WANAMAKER & BROWN,
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We call special attention of all Athletes to our

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Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

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HOLMES & CO.,

17 Kingston St., Boston, Mass.

Please mention this paper.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE $1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

Jersey Fitting Underwear Co.

17 Kingston St., Boston Mass.



THE

Standard Gloves.

Made from

CALIFORNIA BUCK SKIN,

with Open Backs—(or Knit, if preferred).

Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, $1.25 per pair.

W. C. BOAK, Le Roy, N. Y.

Discount to the trade.

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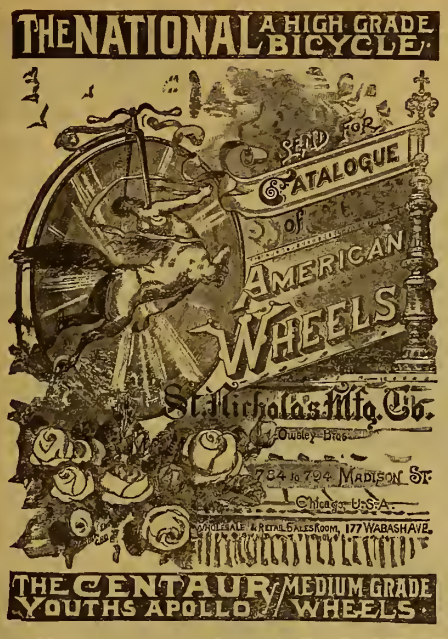
In good **Second Hand** wheels always return a fair equivalent, but shun the old and worn out cycles that are advertised and sold at low prices. A good secnod-hand bicycle or tricycle has a market value, and when offered below the market something is wrong. I have a few of the good ones in stock that I am offering at fair prices, not way down, but guarantee a good value for the money. All in perfect order and as represented. Send for second-hand list, and then ask for a detailed description of any wheel that you may select.

Those who desire new bicycles will not, I hope, infer from the above that I am only a second-hand dealer. I have a full line of new Columbia Cycles, all styles of finish and all sizes. Call and see my stock.

GEO. R. BIDWELL,

313 West 58th Street, New York.

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BEFORE BUYING,
SEE OUR LISTS.

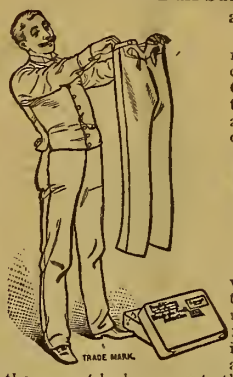
HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

Full Suits and Overcoats at proportionate prices.



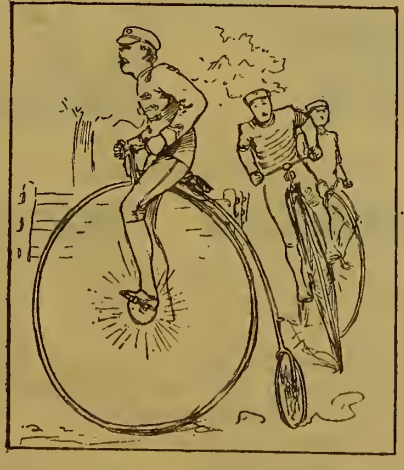
Owing to the enormous number of mail orders received from New York City alone we have opened there a branch salesroom, at **285 BROADWAY,** opp. **Stewart Building.**

DO YOU WEAR PANTS

where our New York customers may call and be measured, without the trouble of writing us. But, if our goods are so desirable in **New York,** surely they **must** be bargains to the customer in the country, where clothing is higher. These goods are within the reach of every one in the United States, all **at the the same price,** excepting cost of postage or express. Upon receipt of 6 cents we mail 20 samples of cloth to select from, self-measurement blanks, and a 48-inch linen tape-measure. If you cannot wait for samples, tell us about what color you prefer, send us your waist, inside-leg and hip measures, together with $3.00, and 35 cents to prepay express or postage, and we will guarantee safe delivery and perfect satisfaction. **For any cause,** we refund money upon request, or make another garment if customer desires. **The American Express Co.** (capital $20,000,000) will promptly reply to any inquiry sent their Boston office. Address all **mail** to us at Boston office.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston Mass.

BICYCLE OUTFITS.



CAPS. Finest quality of Navy Blue, Brown, and Bottle Green Cloth, glazed vizor, $1.50; Cloth covered vizor, $1.75. In Corduroy of same shades, glazed vizor, $1.50. All with ventilated top.

JERSEYS. Made of the best woven worsted, with turned-down ribbed collar, in White, Royal Blue, and Navy Blue, with Striped Collar and Cuffs, $5.00; without turned-down collar, in plain Brown, Navy Blue, Maroon, Black and Green, $4.00.

SHIRTS Top quality of light and dark Gray and Brown Flannel. Our own make. The most popular, neat-fitting Bicycle Shirt in the trade, $2.50; extra quality, Navy Blue, $3.00.

SUITS. Coat and Knickerbockers of the finest texture of Corduroy. As perfect in every detail as the best custom make. Brown, Blue, Drab, Black, and Green. Coat, $8.50; Knickerbockers, $5.00.

BELTS. English make, of Strong Silk webbing, in stripes and plain colors, with silver snake buckle. Adjustable to any size. Specially adapted to wear with flannel or neglige shirt for Bicycling, Athletics, and all out-door sports, 50c.

HOSE. Large stock of English heavy-ribbed Worsted Hose. Extra long, and meet every requirement of wheelmen, tourists, and others who want a first-class Hose. Navy Blue, Brown, Black, Steel, and Green. Perfect in make and shape. Sizes 9 to 11. $1.50 a pair.

HOSE SUPPORTER. The strongest and best device to hold bicycle and all other hose is *Perego's Champion Supporter.* Comfortable, easy, no strain; gives readily to movements of the body. Made of the best drab cotton webbing. 50c.

SHOES. A complete stock of Bicycle Shoes, the most popular of which is made of the finest Kangaroo leather, laced to the toe, with sole of heavy red rubber, sewed all around. This shoe is both substantial and very nobby. $4.00. Genuine English C. T. C. cloth, $4.00 a yard, double width.

Tra Perego Outfitter, 128 and 130 FULTON ST., and 87 NASSAU ST., N. Y.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

SPADE HANDLES,

THE BEST AND HANDSOMEST MADE, FOR

$2.50.

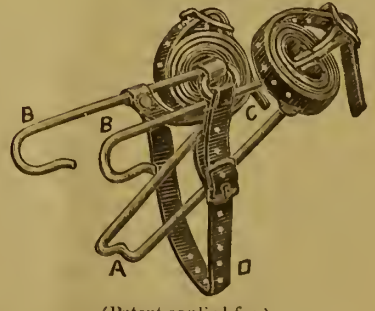
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SMITH'S DETACHABE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Discount to the trade.

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THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*



No. 1.

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

No. 1 cut shows the $75 Springfield Roadster which retails for $75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the $100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

CATALOGUE FREE.



No. 2.

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NEW MAIL,

WITH ITS SPECIALTY,

TRIGWELL BALL BEARING HEAD,

Is having a **Great Demand!!** A Superb Wheel in Every Detail. Every Part Steel Forging, and the **Trigwell Ball Head** Wheelmen **WILL HAVE!** Wheelmen recognize in getting a new mount the consistency of getting the **BEST,** and is not the **Best** the **Most Improved?**

There is even no criticism now on **Trigwell's Ball Head.** It is fully conceded a **Clear Advance** in cycling. No bother in oiling; no bother with Adjusting; a great assistance in Hill Climbing and delight in steering. Is not our **Perfection Strong Backbone** an improvement? Not one broken last year, and the worst falls come from weak and broken backbones.

Is not our **RIM** stronger than any others **NOT ONE BUCKLED RIM** last year!!!

The **NEW MAIL** is the **Only Wheel** having these improvements, and we think it is pretty generally conceded to be the **Handsomest Wheel** in the market.

SEE ONE! TRY ONE! Insist on your dealer actually showing you one before deciding. If not satisfactory you **Need Not Take It;** or write us and we will send one.

In places where there is no **New Mail Agency** we want one. **WHY DON'T YOU APPLY FOR IT?**

WE WANT A GOOD AGENT IN EVERY TOWN.

Handsome photograph of New Mail, 10 cts. in stamps. Large photograph for club rooms free if requested by an officer of the club.

Illustrated Catalogue Free.

WM. READ & SONS,

Manufacturers of New Mail,

107 Washington Street, - - - - Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 4 MAY, 1888.

THE New York *Press* is a paper that we are glad to see taking up the question of Road Improvement, as proposed and backed by the New York Division of the L. A. W. This is not to be wondered at, however, when we find that the names of Charles Richards Dodge and W. I. Harris are connected with the paper as co-editors. We congratulate the cause on securing such a valuable ally as the *Press* to further the good work. We have no doubt that Mr. Dodge will never lose an opportunity to educate the ruralist up to the belief that a good road is an economy of horse flesh, wagons and temper, that they cannot afford to overlook.

'TIS alas too true, and "we acknowledge the corn," that we pinned our faith to the wrong man in backing Rowe against Howell. We were honest in our oft-expressed opinion that Rowe would prove the better man. Certainly had we been offered ten to one hundred that, bar accidents, Howell would lead Rowe twenty yards at the finish of a one-mile race, we should have been tempted to gamble. We have nothing more to say on the subject, except to name Richard Howell as the undoubted champion bicyclist of the world. He has established his claim beyond a doubt. He has met the fastest men of Europe and America, and he has defeated every one of them fairly and squarely. Rowe has also been beaten by W. Wood, a man who is undoubtedly one of the fastest riders in the world, but by no means Howell's equal. In connection with the first race it will be of interest to quote from a private letter of one of the best English racing authorities. He says: "Richard led from the start for four and three-fourths miles, a thing he's not done for months. Do you know why? To keep the pace *slow*. If Rowe had taken him four miles in twelve minutes he might have killed him in his present form (Howell's, I mean). In the fifteen-mile match with Wood, and in the one-mile championship, Howell was run off his legs and couldn't save his spurt to the finish, and if Rowe had hustled him he *might* have won. Howell "kidded to him," to use a slang phrase, threw off his cap in the fourth mile, and made all the "business" of a played-out pace-maker, thereby inducing Rowe to make his effort too soon, and the result was that in something under two hundred yards Howell caught up and led by six yards at the finish. Howell trains on every day, and will be a better man every week, so will Rowe; and half a dozen lickings will make him a better champion, by teaching him to use his mind as well as his legs, and not to let himself be jockeyed by a little trick, which any boy at half limit would have seen through." The subject of our cartoon this week is W. A. Rowe. We are sorry that we cannot add the coveted title of "champion of the world."

DECISION IN THE POPE-GORMULLY SUIT.

Editor Bicycling World: I am just in receipt of a despatch from Chicago, saying that in the five suits of the Pope Mfg. Co vs. Gormully and others which were waiting decision "the court has decided every point in every suit in favor of the defendants, and appeals [to the Supreme Court of the United States] have been prayed and allowed." It will be some days before I have a full text of the decision, but when it comes you can have full benefit of it. Yours, CHARLES E. PRATT.

Boston, 30 April, 1888.

IMPORTANT DECISIONS RENDERED BY JUDGE BLODGETT.

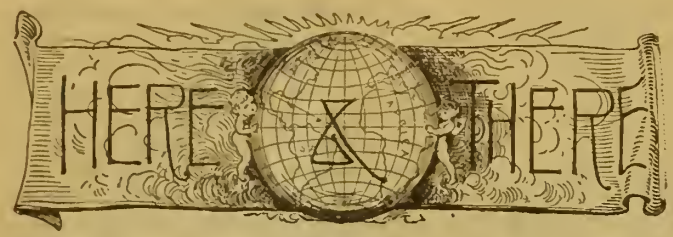
Editor Bicycling World: The cases are, No. 824, Pope Mfg. Co. vs. R. Philip Gormully; No. 829, Pope Mfg. Co. vs. Gormully & Jeffery Mfg. Co., R. Philip Gormully and Thos. B. Jeffery; No. 830, same vs. same; No. 880, same vs. same; No. 845, same vs. same; argued before Judges Gresham and Blodgett January last, occupying four days, were decided to-day, dismissing all bills against the defendant without reservation of any kind.

This litigation has been pending some time, and is of great interests to the parties interested. The main case was No. 824 the history of which is as follows: The Pope Mfg. Co. were the owners of certain letters, patents on the construction of bicycles and tricycles, and licensed certain people to manufacture under them, and amongst them they licensed the defendant.

The defendant contended that when he made this license, he understood that it was to terminate absolutely, as to all its conditions and agreements, on April 1, 1886. The complainants contended that although patents under which the defendant was licensed had expired, and the defendant thus relieved from paying royalty, he was estopped from disputing the validity of all the patents named in the contract, and was also estopped from manufacturing goods containing certain features for which the defendant was not licensed. The Court ruled otherwise, holding that the license absolutely ended in all its parts and conditions at the date named, and that no estoppel or agreements existed after that date. Case No. 829 was on the same subject of the contract but included the associates of Gormully; that notwithstanding the license was signed by alone by Mr. Gormully, they were also liable under it; the Court in this case rules as in the last, that as no estoppel existed after the first of April, 1886, there was no case against the other parties involved, and dismissed the bill accordingly. Cases 830, 880 and 845 were all suits for infringement of patents held by the complainants, asserting that the defendants infringed each and all their patents in the construction of their machines, and ask for an injunction. The Court discussed each claim in their patents, and decided that the defendants did not infringe any one of them, and the suits against the defendants were accordingly all dismissed. The decision of the Court as rendered, was lengthy, going minutely into every part of the subject-matter, and quoting references in support of the decision rendered. The Court refused, at the suggestion of complainants' counsel, to review any portion of the decision. Complainants' counsel prayed an appeal to the Supreme Court of the United States.

GORMULLY & JEFFERY MFG. CO.

Chicago, April 30, 1888.



ENGLISH LETTER.

"SENATOR."

THE drop has fallen, and America's cycling pride is a lifeless corpse in British public opinion. How about your vaunted records? How about your—there I cannot dwell on the subject, it is too painful for thought, let alone putting into cold type. The "representative" cyclist of America, who holds world's records, went down, and went down disgracefully, too, before Howell, the British champion. "Why, Temple could give him a start," and "Woodside certainly made a better fight of it," and "trot out the rest of your champions," were the cheerful (?) comments which greeted my ears in walking to the office of the Belgrave Grounds on Saturday. What is two hundred pounds to to American team, even though it was hard-earned, to the disgrace of our country's champion, as the papers and public persist in declaring "the Americans should have put Temple and not Rowe against Howell?" Rowe, to the credit of Mr. Allen, his trainer, and more so to the three men who brought him over, was in splendid form, and no expense or care was spared in bringing Rowe to the mark in form fit to ride for his life. The English champion, demon that he is, on and off the wheel, rode with that remarkable pluck and judgment which characterizes all his races, and deserves *every credit* for his splendid performance, and no one more than myself gives him more credit, although it goes without saying we would have liked to have won. The extraordinary amount of "gush" and backbiting indulged in by a section of the American press, regarding the efforts of the original American team, was such as to make them believe that all Rowe had to do was to get up and say to Howell, "good-bye," and pick up his money; therefore, now the tide-flood gates of scepticism and sarcasm are let loose, I thank my stars that no "bluffing or blowing" was indulged in by the team prior to the contest. We knew our opponent and preferred to wait. What did your New York contemporary say a short time ago? Was it not to this effect, "that to compare Temple with Rowe would be like comparing a thoroughbred, stocky race-horse to a shetland pony?" Quite so. Rowe was like a child to the Englishman, when the latter closed for the final struggle, and to compare Rowe's effort to that of Temple's when pitted against Howell, would be an obvious injustice to Temple. The latter was only beaten a foot, a yard, and once a dead heat, but Rowe was beaten fully six yards, and who knows how much further, if it had been necessary.

HOWELL, contrary to his usual methods, made all the pace, which is much to his credit, although the time, 15.37 1-5, is not fast, but fast enough for Howell to win after doing exactly what he was not expected to do. The "great sympathizer and supporter" of American records of 152 Fleet St., London, joins the throng, and remarks this week: "Didn't we tell you so? Wood, we are sure, will beat Rowe next Saturday, and Howell, *we are quite sure*, will finish him at the mile at Wolverhampton." So you can weigh and appraise the value of such candor and friendship to America, and then in the future treat "sentiment," and not impartiality, accordingly. Rowe before the race declared he never felt better, but I believe he was a thoroughly frightened man before the start, although the team and his friends made every effort to keep his spirits in "a normal state," as the learned doctors say.

I GO North to-morrow, to witness the twenty-mile match, Rowe vs. W. Wood, the celebrated North country man, who recently twice defeated Howell. According to public form, therefore, we stand a good chance to loose another hundred "quid," but I rather think Rowe, this time, will win, as he is not riding against the Sullivan of cycling, hence his pulse won't be in such a feverish condition. If he can't win he will probably return to America, as Temple is good enough to beat Wood, and will have another good try at Howell.

FRED WOOD, the noted "pro.," who has been playing the part of David the good (i. e.), taking another man's spouse to himself, in Australia, arrived home yesterday, and Leicester, who believes in the old adage that "charity covereth a multitude of sins," exercised that charity in receiving their erring brother with open arms. I should have liked (no, I don't think I should) to have seen the meeting between the muscular Mrs. Wood, nee Miss Jones, and her "Freddie." I believe the said Mrs. Wood, nee Miss Jones, informed a Leicester friend that she would forgive the erring one, if he would promise to at all times allow her to accompany him in his travels abroad hereafter. The trouble is, with the Leicester professional, he verily believes himself to be a veritable Adonis, and the fact of that long nose doesn't in the least interfere with his belief. Dick Howell, in talking it over the other day, says he has a firm belief in the immeasureable depth of woman's forgiveness, and volunteered his belief that if Wood would only play the part of a man (i. e.), go home and fall on his wife's neck, and ask her forgiveness, he believed that, like the reward on the recovery of a valuable pup, "no questions would be asked."

Here's a go, we are all to be wax-worked in the celebrated Madame Tusaud's London establishment, and Temple's smile will be preserved to posterity. The ever-popular and enterprising young man, W. S. Golden, who controls the finance department of the *Cyclist and Bicycling News*, N. C. U. handicapper for the Midland counties, captain and editor of the Coventry District Cycylists Club, the fourth largest club in the United Kingdom, and what other innumerable offices the Lord knows, received a letter from the London firm the other day asking his help in procuring a dozen of the most noted cyclists in the world for a room of wax to be especially devoted to cyclists. Of course most Americans who have travelled know the immense wax-work establishment in Baker street, London, and the great amount of interest royality and the nations at large take in it. Well, among the names who are to be rolled in a vat of wax are Messrs. Sturmey, Golden, Howe, Woodside, Temple, Morgan, Hillier, Furnivall, Illston, Osmond, Bower and Howell. So when you come to London Mr. Editor just step into Madame Tusaud's & Sons and shake hands with the boys, they will always be "at home" to American friends and critics likewise. Temple's smile, I'm sure, will recompense you for your visit.

WHEEL circles have been agitated this week with the report that Buckingham (late boss with Hillman, Herbert & Cooper, Coventry, and J. H. Adams (late London manager with the Howe Machine Company of Glasgow, had bought out the Howe concern, and would in future make the "Buckingham" and "Adams" cycles. Mr. Adams hinted to me in London recently that a "startling announcement" would soon be made. I asked him if there would be a job vacant for me, be smilingly stated there was. I will only look after the financies. The new firm have one of the most complete plants at Glasgow that any manufacturer enoys, and with Buckingham's mechanical ability and J. H.'s well-known push the new firm should do good things.

RALPH TEMPLE'S foot, which has troubled the little Chicagoian for ten weeks, is now nearly well, and you can expect to hear of him doing well at Whitsuntide. Woodside is riding faster than ever, and looks handsomer than ever also. The new team turned up to see the Rowe-Howell match, and of course was disappointed. Reports are current *Wheeling* will again change hands, owing to a law suit. I hear McCandlish is open for an editorial chair. The suit, Alexander *vs.* *Wheeling* for libel has been postponed until midsummer, owing to scarlet fever, which has attacked *Wheeling's* staff. Rowe writes three times a week to America and cables often. Woodside's father's will has been proved and records $300,000 of property, half of that in United States Government bonds.

NEW JERSEY NOTES.

"RATCHET."

THE bill providing for a boulevard between Union Hill and Bergen Point has been signed by the Governor, and thus becomes a law. This will make a delightful road for cycling, running for a portion of the way but a short distance from the Newark Bay.

THE Orange Wanderers were out in force on Saturday (28 April) for a run to Montclair and Roseland, leaving their club house at 4 P. M.

SATURDAY (5 May) the Orange Wanderers will run to Llewellyn Park, Eagle Rock and St. Cloud. The morning runs, starting at 5.15, and ladies' runs, starting at 9 A. M., commence on Wednesday (2 May) and continue through the season.

THE wretched condition of Palisade avenue, formerly one of the finest thoroughfares in Jersey City, is commented upon on all sides. Here is a good chance for the Hudson County Wheelmen and Jersey City Athletic Club to make their influence felt, by "going for" the authorities. The two organizations can muster a large number of voters whose claims should be forced to the attention of the politicians.

APROPOS the road race, I have a very strong opinion that the score cards will start off something after this fashion: First, Kluge, 1.29 (or better); second, Stenken, 1.30 (ditto). If Harry J. Hall, Jr., and H. L. Bradley start (which I hope will be the case), I'll place Hall in third place, well-up, and put Bradley, Baggot, T. J. Hall, Wilson, Mead, Berry, Schoefer, and Knox in close order, although I think Baggot, Bradley and T. J. Hall would make the hardest race. But the race is not yet run!

THE Decoration Day road race is beginning to attract a great deal of attention already. The good people of Irvington and Milburn have been afraid that some other course would be chosen, but when assured that they have a chance to gaze upon the brawny racers on May 30, they felt happy. You can wager your last summer's straw helmet that the anti-road-racing advocates are a very small minority in this section of cycledom. If anyone doubts my assertion that every man, woman or child from the flag pole to Campbell's Dam is in sympathy with the "Alphabetical Association," I'll refer them to Editor Prial or "Jonah," who have "taken in" all the previous races.

SYRACUSE.

"SALINA."

THERE's something the matter with the weather. Last Wednesday it was cold enough to snow, and the wheels were frozen up with everything else. But the weather prophet (haven't you heard of him? That's strange. His name is Calthrop; he's a Unitarian minister, and a scholar with a strong scientific bent, a believer in the great sun-spot weather theory, etc., and when he says it's going to rain, that's it, and we leave our wheels at home, and take our goloshes with us in our inside pocket) said it would be warmer next day, and it was, only more so. It was hot. We haven't had any spring here. Winter forgot the "beautiful—" (you thought I was going to say spring, didn't you?) months, and jumped right into summer; and so the wheels were out Thursday. Lots of new riders. All on the quiet, the old riders had made deals with "the boys," sold them old, worn-out mounts, and the streets are full of "tenderfoot wheelmen. Club members tackle the new ones as soon as they can stand alone.

SUNDAY was a beautiful day, and many of the boys who have not been able get out before tried the roads.

WE are working for 100 members. When that number have passed the "black-ball ordeal" then we'll talk of a club house; but our plans will do for a later item.

CLUB runs will be held Tuesday evenings of each week. Syracuse is surrounded by a number of small towns and summer resorts, which make pleasant turning points in an evening's ride.

WHEELMEN from Oneida and Canastoto have been invited to join our Decoration Day run to Cortlandt, and from the returns we will probably have a company of twenty-five or thirty in line.

PROSPECTS are good for a quarter-mile track here, before the summer is over. The work is to be done by the Y. M. C. A. for its gymnasium, but the track will be open to club members on certain conditions.

AS a necessary precaution, looking towards the life of the club, a long list of names has been secured, of members who promise to buy an elaborate supper for the club, should they be so thoughtless as to follow in our bugler's steps.

WE are growing. We'll have seventy-five members, if the boys all live and remain in "single blessedness," by the time the robins (you thought I was going to say "nest again," didn't you? Well, it will be all right to say) go South again.

HORACE G. PERRY, a former member of the club, now of Chicago, is proving himself a formidable athlete to some of the swell Chicago runners and jumpers. A short time ago he captured two prizes in the Union Athletic Club contest, and now he has taken two gold medals in running events at a public contest between the members of the three principal Chicago athletic clubs. Horace was a good man on the road here, and seldom had to take anybody's dust.

OUR bugler stood up at a wedding the other night. Our bugler's name is "Chuck" Truesdell. If there's another "Chuck" in this world or the next, I'd like to hold one and draw the other; they would make a pair that would rob the bank. Our bugler didn't say much about the wedding, but he bought sherry flips to brace him up, and smoked good cigars for a day or two prior to the ceremony. He stood up at the wedding, as I said, and when the minister (Rev. C. D. B. Mills, Secretary of the Bureau of Labor and Charities, and Society for the Prevention of Cruelty to Children) asked, "Do you take her, Charlie, to be your lawfully wedded wife?" our bugler said "I do!" And she took him, and they are on their wedding trip now. When our bugler returns he will be requested to do the proper thing.

PITTSBURG and VICINITY.

"DUQUESNE."

THE prospects for a wheelmen's park are improving, but the work is yet in an embryo state. It is proposed to obtain a charter for a limited corporation, with a capital stock of $1000, divided into 100 shares of a par value of $10 each, all stockholders to have the freedom of the grounds, and those who do not purchase stock, can buy an "annual," which will give them the privilege of using the grounds without any responsibility whatever. The "annual" will probably sell for $5. Mr. Jno. Grove has been elected chairman, *pro tem.* Every rider in the two cities should at least take an "annual."

W. D. BANKER has climbed Hazlewood Avenue Hill, and from what I hear it must be a good pull. He made one dismount for a gas trench. Next!

THE Ivel safety has struck town, but it is too soon to express an opinion on it, further than to say it looks neat and pretty, and appears to be rigid.

I HEAR that W. J. Downer will change his place of residence to Brooklyn. He is a nice rider and pleasant companion, and would be a welcome addition to any club in that city.

WHILE passing Grove's stores on Fifth avenue, a few days ago I noticed one of his ponderous delivery wagons with some wheels inside, and a good picture of a man riding a wheel, painted on the side of the box seat, this looks like selling bicycles, and judging by the way he is receiving machines, he must be selling a great many.

CHICAGO.

"THE MULE."

CERTAIN members of the Lincoln club feel aggrieved, claiming that I have not, heretofore, paid as much attention to their club as is its due. Perhaps they are right. The club is the youngest in Chicago, yet has a membership far in advance of any other, in point of members. Whatever they do, they do thoroughly, and I am assured that this is to be their policy in all things. A week ago they had a smoker, and a grand affair it was. When I ventured to pass a remark on the way it was conducted, I was tickled to hear some one reply: "Why, my boy, they didn't know how to do this sort of thing until the Lincolns came into the field." The programme at the aforesaid smoker was long, varied and highly meritorious. Frank Lincoln, humorist, Eddie Manning formerly with Haverly, Prof. Schueidewirth, pianist, Emil Lamb, zither soloist, and Ned Oliver the irrepressible were all there to make things lively and they did it. Charley Leig, the Owl's histrionic artist smoked too strong a cigar and couldn't come to time. Secretary Spooner was a very busy man, and made the visitors feel at home instantly.

A POOL tournament is in progress at the Chicago club rooms.

THE Illinois club will shortly move into new rooms at the corner of Adams and Leavitt Street.

W. J. MORGAN has written a gentleman here that if a six-day race can be arranged for the last week in October, he will bring his present team, Dubois the Frenchman, and a first-class English rider. A race will probably be arranged at Battery One.

A RAFFLE for a Columbia Light Roadster, presented to the Owls by R. D. Garden, came off successfully, and the wheel was won by George Wilson. Cory was second. This club will open its new house with a reception some time early in May.

THE *Referee*, a five cent paper, devoted very largely to cycling, will be out May 7, and will appear weekly thereafter. I have reason to believe that it will receive extensive patronage, and as it is in the hands of people who are supposed to understand their business, and it will doubtless prosper.

THE *Tribune*, in referring to our annual road race, describes it as "Garden's animal road race." Entries have commenced to arrive, among those received being Leig of the Owls, Roe and Ingalls of the Chicagos, and Davis and Pierce of the Illinois. Five bicycles have already been given for prizes, by manufacturers, and Montgomery, Ward & Co. have donated a gold watch.

LONG ISLAND NOTES.

"WING-FOOT."

Between East New York and Flushing the only known route lies through Jamaica, a distance of about fifteen miles, making the trip from Brooklyn a hard twenty-miles, round two sides of the triangle. Several times attempts have been made to find a road through the wilderness lying about the head of Flushing Bay, known as White Pot. I tried it once, but only succeeded in getting completely lost, and now another of the Mercurys has taken the matter up, with good hope of cutting the distance down to about twelve miles, in almost a straight line.

The North Hempstead turnpike has been taken from the company, and will probably be better taken care of by the county than has been the rule of late years.

Lloyd's Queens Athletic Club's track has been put in fine condition, with raised corners, etc. Mr. L. has offered a trophy for competition by club teams, and individual "best mile" prizes.

The rates at the new hotel at Hempstead are: For full dinner, one dollar; for supper, lodging and breakfast, two dollars; by the day, two dollars and a half; lunches, ala carte. The hotel is really a fine building, and has twenty-three rooms, all well arranged and comfortable.

In contradiction of the claim of Messrs. Barkman and Borland concerning the opening record to Babylon this year, published in the *Wheel*, issue of April 20th, I would state that Messrs. L. A. Clarke and F. W. Lincoln, of the Mercury Wheel Club, rode to that place on Sunday, April 9th, from Flushing, a week ahead of the former gentlemen, and hold written proofs of the performance. Distance, 39 miles, via Jericho and Amityville.

The Jericho pike, and in fact all the island roads, never were in better condition than last Sunday. It was intensely warm, however, and the temperature in-doors ranged about 85 degrees. I was out at the fort at Willett's Point, Sunday morning—one of the most beautiful spots about New York—and as soon as the grass gets fully started and the cherry trees, with which the road is lined, are in blossom, it will be a paradise for cyclists, which, it is a pity, more have not visited.

BUFFALO.

"MERCURY."

The Ramblers are jubilant, Ducker is enthusiastic, and everybody expectant regarding the big tournament. An another interview with Ducker convinced me of the fact, that he is, in every sense of the expression, "the kingpin of tournament managers"; his big cranium is just loaded with new and original ideas concerning cycling tournaments. He came here a comparative stranger and immediately began to boom his tournament. We 'uns weren't particularly stuck (pardon the vulgar expression) on it, and that makes his success all the more praiseworthy. It wasn't long before we caught the fever and then the big tournament was the talk of the town. One of the clubs was expected to take hold of it; but which one, nobody knew. The Ramblers, untiring in their efforts, and after many confabs and interviews, secured the prize and with it H. E. Ducker as a member of the club; from now on it will be the "Ramblers Big Tournament." It will be held on Sept. 4th, 6th and 8th during the International Fair. The week of Aug. 27th will be devoted to receiving the visiting wheelmen, and should the New York State meet be held here at that time, a big parade of wheelmen will take place the day before the opening. Fifty-five hundred dollars in prizes will be offered, "regular Springfield style," as Ducker puts it. There is no reason why this tournament should not be a success in every way.

"I took-my-first-ride-yesterday," fellows are numerous, and the accompaniment "O! how sore I am" is always sure to follow.

"Any club news?" was asked a Rambler the other day. "Yes, lots of it; Ducker has joined our club," was the answer. "Anything else?" "We are going to have the big tournament." "Anything else?" "Heaven's! man, isn't that enough?"

Among other things, the *Courier* says. "Among the vehicles quite a host is made up of bicycles. Since the asphalt has been laid on Main and Ellicott streets scores of clerks ride their machines to and from work. They not only save time, but money A man that rides in the street car to and from house pays out a little more than thirty dollars a year. Two years of that, or at most three, would pay for a good bicycle, which would enable him to accomplish the distance quicker than by car, and would besides give him the exercise which he can't get wedged in between two fat people, or hanging to a strap in a horse-car. The only sad thing about the bicycle is that none has yet been invented on which a fat man looks graceful."

NEWS AND COMMENT.

Harry Corey is back from the West. He says that the year is going to be one of the biggest that the trade ever knew. All dealers are pushed to their utmost to supply the unprecedented demand. He speaks of the kind personal reception given him at several places, and is particularly enthusiastic over the attentions shown him by "those thoroughbreds" in St. Louis.

The authorities in New York are enforcing the law requiring cyclists to carry lamps after dark.

Mr. Charles Richards Dodge is associated with the *Weekly Press*, of New York, as agricultural editor.

The Tacoma (W. T.) Cycle Club and the Fairmount Bicycle Club, of Hyde Park (Mass.), are the latest foundations.

Mr. P. M. Harris, of New York, has accepted a position with the Springfield Bicycle Co. He will travel through Pennsylvania and Ohio.

The Newcastle Club has secured the quarter-mile and one-mile Pennsylvania State Championship to be decided at their race meeting on July 4th.

The Sterling quadricycle appeared at Chestnut Hill reservoir last Sunday, and of course the new machine was "tried" by almost every one present.

The South End Wheelmen, of Philadelphia, will move into their new club house in a week or two, with a largely augmented membership on account thereof.

An English paper says "The Rudge takes the world's championship." Is that so? We thought Howell rode the Rudge and not the Rudge that rode Howell.

The New York City wheelmen are going wild over road cyclometer records. Several of the New York Bicycle Club men have already got some 500 to 600 miles to their credit.

The Jamaica Plain Bicycle Club gave a complimentary supper last Monday evening to Mr. N. L. Grant. Mr. Grant starts May 3d with the Raymond excursion party for California.

The house-warming of the Rhode Island Wheelmen took place on Wednesday evening, and was a complete success. An exhibition of wheels and sundries was a practical and interesting feature.

An English gentleman writing on the late Howell-Rowe races says: "I think *we* shall make a champion of Rowe when he's had some English track experiences and some miscellaneous practice."

An earnest appeal is being made to cyclists along the route of the proposed cinder path from New Haven to New York, to come to the front and support with their ducats the scheme of building such a path.

A well-posted Lynn man told us the other day that Rowe took longer to get fit than any other man on the racing path. If this is the case then Rowe *may* have a chance back at Howell next fall at Buffalo.

The advocates of road racing made a strong point where the Orange (N. J.) Wanderers withdrew their resignation from the New York and New Jersey Team Road Racing Association. Mr. W. A. Belcher and C. W. Freeman are the delegates to the association from the club.

Rhode Island glories in the fact that they do not need any Liberty Bill to secure the rights of wheelmen. They claim that nowhere, is the cyclist more free and untrammeled than in Rhode Island. On the other hand they deplore the fact that their highways are execrable.

In last week's issue of the paper we got very much mixed up in trying to name the organizers of the New York Club. We got the Ixions confounded with the New Yorks. The organizers of the New York Bicycle Club were: Kirk Munroe, Kingman Putnam, E. W. Adams, E. J. Schriver, Howard Conklin.

The Jamaica Cycle Club, of Jamaica Plain, Mass., has called runs for the month of May as follows: Sunday, May 6th, social run to Waltham; Sunday, May 13th, to reservoir; Sunday, May 20th, to pumping station; Tuesday, May 22d, moonlight run to Dedham; Friday, May 25th, to Waltham.

The *Vermont Bicycle* comes to us in a new form this week. It contains 16 pages of interesting general reading matter, three of which is devoted to cycling. The paper does the honor to take quite liberally from our pages and credits same. We wish the *Bicycle* in its new form may live long and prosper.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich., April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit but one attitude for the hand. S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for *hill climbing* there is *no comparison*, the *latter being far superior* to the *former*, but for ordinary *level* road riding one is perhaps as good as the other, and *both are far better* than any *other form*.
J. E SEARLES.

HORNELLSVILLE N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all. R. M. PRANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way. E. G. BILLINGS.

ELMIRA, N. Y., April, 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made. C. M. JONES.

FLINT, Michigan. April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing. HARRY BRIDGMAN.

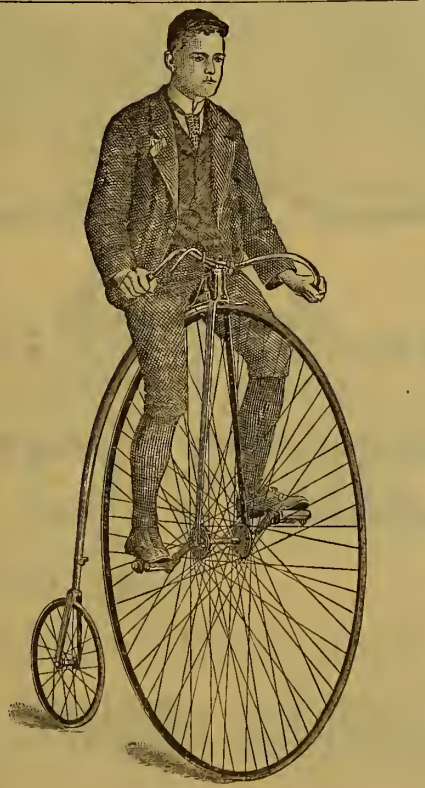
MINNEAPOLIS, Minnesota April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never *hurt the fingers* in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good *lift* up a hill give me the Ram-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Ram-horn bars, especially since you have *screwed* the handles on. BURT ESTES HOWARD

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars. J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel. C. F L. KINNEOR.

LOUISVILLE, KY. April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.
Replying to your letter of April 9th regarding the Rams horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn. A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.
GEO. W. HOUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them. J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others. T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with. D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.
E. A. WODE.

KENOSHA, April 18, 1888.
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHANT.

CINCINNATI April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now. B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once. C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was throughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall *Never* chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing And many others that can only be appreciated by using them. During the time I used Spades it cost me $5.00 or $6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't *those bars* slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration providing I could *get* Rams-horn.
J. ELMER PRATT.

P. S. Think your perfect fit handles are going to be a great success like them very much J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

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It is stated by our Irish contemporary that the most inveterate side-walk riders are ladies, and that recently a fair offender was arrested by a minion of the law, and fined $3 and costs, or fourteen days in jail. It seems that it was found necessary to "make an example" of one of the dear creatures, as they had been presuming altogether too much on the chivalry of the brass-button "blue birds;" it got to be a nuisance, hence the arrest.

The second annual joint exhibition of the Amateur Photographers' Associations, of New York, Boston and Philadelphia, will be held at the Art Club in Boston May 7 to 12. Tickets of admission can be had by applying to the Committee of Arrangements, Edward F. Wilder, Geo. E. Cabot, Francis Blake, C. W. Canfield, John G. Bullock.

On Sunday, as L. J. Greves and R. J. Middleton were riding a tandem on the Lancaster pike, one of their tires came off and brought them to a stand-still. Mr. E. W. Burt of the Philadelphia Club, who was riding behind was unable to avoid them, came a cropper, cutting his head and face badly, but fortunately not dangerously.

To-morrow, Saturday, May 7th, is the date set for the great race given by the St. Louis Wheel Club. The prizes are worth running for, as will be seen: First, an 1888 pattern Victor Light Roadster, value, $125; second, gold watch, value, $65; third, gold medal, value, $25; fourth, riding suit, value, $15. The second and third prizes are guaranteed by Mermod & Jaccard Jewelry Co.

A certain individual hailing from Portland, Oregon, and signing himself A. Rube, writes that he has a girl and he has a bicycle; he loves his girl and he loves his bicycle. His girl does not like her "lovier" to ride a bicycle as it is "not dignified." Now our swain is in a dillemma, and does not know which to give up? We pity Mr. Rube, and can only suggest that he buy the prospective Mrs. Rube a ladies' bicycle, whereby she too can enjoy the pleasures of cycling, and thus get rid of the ridiculous idea that cycle riding s "undignified."

"One of the young and enterprising wheelmen of Pine Bluff, Ark., recently attempted to ride across a rickety bridge on his bicycle. Nothing is calculated to give a man cooler judgment and compel him to keep his eye on the main chance better than to ride a wheel. This particular cyclist had not yet gotten control over his nerves, and when half-way across the bridge, by some freak of nature or force of circumstances—our reporter failed to get his 'notes' on this detail—he suddenly decided that he had better jump into the creek. This strange and novel decision was aided by his wire steed, and the catfish in that stream had a regular matinee performance for the next ten minutes."—*Exchange*.

Through the courtesy of C. H. Luscomb we are in receipt of the 27th annual report of the Brooklyn Park Commissioners. It is an interesting document, and contains many beautiful plates of views in Prospect Park. Speaking of bicycling, the report thus lapses into the poetic: "Yonder on a wheel goes a tightly girt youth. When the shadows skirt the ground he seems to float along in the air. What keeps him up in the misty moonlight is a mystery. But lo, another, and another, and still another, all following their leader as the swans on the winter sky follow their trumpeting guide. Down and on they go over bridge and hill and meadow, till at last they fade out in the deep forest where only the glow-worm gleam of their many-colored lamps is caught at gay intervals, as they blink through the trees along the wood-skirted meadow. Bnt enough, they are gone. Sometimes accidents happen to these wheelmen, but rarely. The sport is so well regulated that, as a general rule, horses are not scared by it, and danger is avoided."

L. A. W. No. 4134 writes: "I notice in the columns of your most excellent paper several articles about the old riders. I have just received a very interesting letter from an old companion in L. A. W., who is 54 years of age, and has but one arm, it having been shot off near the shoulder in a battle during the war in 1863. He began riding his American safety in 1885, and has ridden every rideable day since. He rode 3252 miles last year, and has ridden already 320 miles this year. His longest day's ride was 90 miles, from his home in Ada, Ohio, to Dayton If nothing prevents it, he will wheel to the meet in Baltimore next June, going by the way of the National pike. I would also add that he makes all of his mounts and dismounts unassisted by any one, and that he is the youngest 54-year-old man I ever met. Cyclers along his proposed route would do well to meet him. W. H. Morrow is his name, and you may look for him to be near the front in the old men's race during the meet. For a verification of the above facts, any one can write any citizen of Ada and find out."

He did not look like a liar, in fact he had an open-confidence-inspiring countenance. He settled down, sighed, took out a corn-cob and proceeded to fill it with our best fine cut, and light same. Then he spoke:

"Do you want a first-class rawhide lie to put in your paper?"

We answered as calmly as our excited feelings would permit that we did not publish lies.

Then he sighed again, and began to toy with our gold watch and chain in an abstract, far-away, lost-his-mother-in-law kind of a manner.

"Sorry," quoth he. "I had a staller, a rip snorter, one that would have caused the cold type to curl up; but," he continued cheerfully, "do you fish?"

We replied that piscatorial enjoyments did sometimes enter into the sports we indulged in.

"See my neck?" he murmured, pointing to a dull, red streak just behind his ear.

We acquiesced, and awaited developments.

"Well," he said, "as you don't deal in lies, I want to tell you something that smacks of truth, and will cause your gorge to rise in sympathy. Pa and I were out fishing on Murder Creek last week, fishing for trout. I had hooked a fourteen-pounder and brought him to the surface; just as I thought I had him he broke away. Instead of diving down out of sight, that durn trout just swum round on the top of the water, and he had murder in his eye if ever trout had it. He swam closer and closer, and at last, may I be jiggered, if the blamed thing did not jump clean out of the water right *at me*, hit me a chug behind the ear with his tail, and then flop back into the water. The blow knocked me senseless. When I come to, dad was hollering like a good fellow, for I'm blamed if that cussed trout hadn't fastened on to dad's coat tail, and was tugging for all he was worth to pull poor old pop overboard. I tell you we got ashore as quick as we could."

We faintly thanked the youth. He said "not at all."

We insisted we *were* much obliged to him that he had not lied to us, and then we took him gently and dropped him down the elevator well.

HOWELL IS THE BEST MAN.

The following cablegram to the Boston *Globe* tells the sad story of Rowe's second defeat at the hands of Howell. We comment on this race in another part of the paper: "London, April 28.—The second of the three bicycle races to be contested by William A. Rowe of America and Richard Howell of England, for the championship of the world, was run to-day at the Molincaux grounds Wolverhampton. The distance was one mile. Howell won by 20 yards; time, 2.45. Howell also won the previous race, distance five miles, two weeks ago at Leicester. The ten-mile match, the last of the series, will take place at Coventry, Saturday, May 12."

A ROADS IMPROVEMENT ASSOCIATION.

A movement is on foot in the State of New York which has for its ultimate object the general improvement of the highway system throughout the State. This is a commendable undertaking, which should enlist all citizens of the State who make use of highways, whether farmers, manufactures (those doing heavy hauling), horsemen and carriage owners or wheelmen. Membership in the association is not limited to any class of citizens, nor are there membership dues, as the expenses of the association are to be met by voluntary subscriptions. Mr. Isaac B. Potter, Potter Building, Park Row, New York, is secretary of the assoeiation, and any one interested in its aims who wishes to join may do so at any time by simply sending his name and address to this gentleman.

A bill will shortly be introduced at Albany which will provide for the creation of a roads commission and present a plan for improving the condition of main thoroughfare of travel between county seats and important towns, and, in time, of the highways everywhere. It is an immense undertaking, but if the work is judiciously planned, begun in the right way and persistently pushed, it can but result in great good to the State. The scheme has been devised, not by politicians, but by those who use the highways, and next in importance to the passage of the proposed bill will be the appointment of a suitable board of commissioners to carry out its provisions These must be thoroughly capable men, whose integrity and intelligence shall place them above the suspicion of political jobbery which some times characterizes such State appointments. There should be no Forest Commission methods in a work of such scope and importance. The farmers of the State should welcome and support such a movement, the ultimate results of which will prove of great benefit to them than to any other class, and it is hoped they will use their influence in its behalf.—*The Press, New York.*

BALLAD OF AUGUST TENTH, 87.

*Regretfully Dedicated to the M***** Bicycle Club, by One of the Mourners.*

Up rose the gallant Captain; the morn was clear and fair.
He donned the dark gray uniform that all his club mates wear;
"I faith," he quoth, "the day is fine, no shower can there be,
Methinks I'll hie me beachward, with the speedy 'M— B C.'

"And woe betide that hapless wight who strives to pass us by!
We've sworn to dust the horse-car tracks with any who'll try.
Ha, ha! Ho, ho!" (A mocking laugh, a scornful laugh, laughed he.)
"I'fegs I'd like to see the man can pass the M— B. C."

And saying thus, he sturdily his good steed climbed upon,
And rode he on the sidewalk, in defiance of the town.
He laughed to scorn policemen, and for by-laws naught cared he;
"'Twould take a speedy lightning flash to catch the 'M. B. C.'"

The very children doffed their caps these haughty knights before,
Nor "Rats," nor "Whiskers" shouted they, nor any hoodlum lore.
They met a knight, who touched his helm — they passed him haughtily;
"Undignified, these road salutes," declares the M— B. C.

The Captain heads his merry men. A goodly sight they make;
They wheel along the shady streets, they skirt the silver lake;
They ride in twos—and silence, with crushing dignity;
And stare at every stranger who salutes the M— B. C.

But suddenly, with headlong speed, there comes up from behind
A man in black and silver garb, who passes like the wind!
Passed—passed—without salute—without humility!!
A stupor of astonishment falls on the M— B. C.

The Captain glared most regally, and eke his ire rose,
With all his knightly dignity insulted, I suppose;
"Now, by my halidome," he quoth, "yon varlet soon shall see
The atmosphere is arctic when he downs the M— B. C.!"

A score of lordly crests drop low—a score, the lead dispute;
A score, and more, of gallant men are headlong in pursuit;
Spur on, spur on—Augustus drops; Alphonso shirks the pace,
The rest press on more hotly yet, the insult to efface!
Musgrave is down, and, one by one, they get satiety
And leave alone the Captain, to avenge the M—B. C.!

Bnd now, oh gallant Captain, just call to mind your vow!
Speed on, speed on, tho' strength fail fast—each breath an agony,
On you alone now hangs the fame of all the M—B. C.!

Flash! thro' Maplewood they speed, the people cry, "huzza!"
Flash! they fly down Salem street, and pass a fast horse car!
Flash! they beat a railroad train, and zip! they passed by *me*,
They rode alone, for, far behind string out the M—B. C.

Then grim determination settles on "the varlet's face"
The two are now approaching fast, the finish of the race.
A whirr, and then a vanish!— a flash—and vacancy!
Alone, the panting Captain of a vanquished M—B. C.

Oh sorrow, and oh, wailing; despair, defeat, dismay!
Oh wirra, for the M. Cs, and bad luck to the day
When the dark gray and the bullion met in "gory" rivalry
The "well-know black and silver" of *another* M. B. C.

CAP.

NOTICE OF ORGANIZATION, ROUTE AND DISTANCE OF THE GREAT CENTURY RUN.

NEW YORK—PHILADELPHIA, JUNE 16, 1888.

The meeting of delegates from the clubs interested in the great century run to Philadelphia, June 16, on the way to the Baltimore meet, was held at Room 10, 25 Broad street, on the afternoon of Friday last. Twelve representatives from nine of the seventeen clubs were present, and Captains Martin, of the Plainfield Bicycle Club, and Clarke, of the Mercury Wheel Club, were elected temporary and then permanent Chairman and Secretary, respectively, of the general committee for the management of the run.

The route decided upon, and of which a summary is published below for the benefit of those not in possession of New York and New Jersey road books, starts from Newark instead of Orange, and lies through Elizabeth, Plainfield, Bound Brook, Somerville, Trenton and Bristol, the choice of route from the latter place to Philadelphia to be left to the Trenton Club.

The run will be under the command of Captain Freeman, of the Orange Wanderers, from Newark to Plainfield; under Captain Martin, of Plainfield, from that city to Trenton; and under Captain Camp, of Trenton, from that city to Philadelphia. Your humble servant acting as a sort of aid and commissary general.

Such precedence in line will be given as courtesy suggests, each club preserving its individuality as much as possible, but consolidation is advised with neighboring clubs, where there are less than ten representatives.

Club Captains are earnestly requested to make a personal canvass of their clubs, and use their influence in furthering the success of the run. For the purposes of organization, out-of-town wheelmen, not in the "Original Seventeen," who intend joining the run, are requested to send notice to that effect, as soon as possible.

Route—Newark, start 4 A. M.; Elizabeth, 5 miles, macadam, A1 grade, A1 surface; Plainfield, 17 miles, changing, A2 grade, A2 surface, short wait; New Market, 21 miles, macadam and sidepath, A2 grade, A2 surface; Bound Brook, 26 miles, clay, A2 grade, A2 surface; Somerville, 30 miles, clay, A2 grade, A2 surface, rest and refreshment; Hopewell, 48 miles, clay, A2 grade, A2 surface; Trenton, 62 miles, clay and sandy, A2 grade, A3-4 surface, dinner and rest; Bristol, 72 miles, sandy and sidepath, A2 grade, A4-2 surface; Philadelphia, 92-4 miles, sandy and sidepath, A2 grade, A3 surface, supper if late; Lancaster Pike, 100 miles, with the Philadelphia Clubs, A2 grade, A1 surface, by moonlight.

A large party of Philadelphia wheelmen will probably start on Sunday morning, the Seventeenth of June, for Baltimore, with which the century "runners" are cordially invited to join. Route at present unknown.

Correspondence or suggestions concerning the run will be welcomed.

L. A. CLARK, Secretary,
25 Broad St., New York City.

RIGHTS OF CYCLISTS ON THE ROAD.

"GEORGE W. LEIMBACH was fined $50 and costs last night by Justice Hevern upon the charge of malicious intent to destroy the property of Mr. C. Henry Eisenbrandt. Mr. Eisenbrandt, with several members of the Centaur Cycle Club, Baltimore, Md., were returning from an outing on their cycles, and while coming down Eastern Avenue Hill, Leimbach, it was alleged, tried to run down Mr. Eisenbrandt. By good judgment Mr. Eisenbrandt kept his seat, and for nearly two hundred yards had to speed to prevent being struck by a heavy wagon driven by Leimbach, who had four companions with him. Other members of the club called a policeman, who arrested Leimbach. Justice Hevern ruled that the law protected the cyclers and imposed the heavy fine. Mr. Eisenbrandt and his companions, by considerable persuasion, prevailed on the justice to reduce the fine to three dollars and costs, which was paid."—*Sun.*

IN REPLY TO DUQUESNE.

Editor Bicycling World: Please grant me sufficient space to "rush into print." (have I quoted "Duquesne") corectly? to thank that benign dignitary for his gratuitous advice.

If derogatory squibs on particular wheels were not indulged in, or if such as Duquesne would "wait for just cause before criticising," there would be fewer cause for "rushing."

When the writer, by request, gave a written statement of his experience with the Safety to a local agent that the latter might check the baleful influence of Duquesne's satire (the conveyed compliment is gratuitous—a "trade last,' you know) he was not aware of the fact of its intended publication; but thank you, Mr. Agent for your favor for putting my name in print.

L. A. W. 8261.

[This must now end. ED.]

THE ROADS AND THE NATIONAL SURPLUS.

Editor Bicycling World: It has already been suggested in your columns that the national surplus be distributed among the States for use upon the public roads, but the subject will admit of a little more ventilation. Mr. Pierson in the WORLD of March 23d suggested that the money be distributed among the States in proportion to the number of square miles of their domain. I think such a distribution would be manifestly unfair, for who will claim that the State of Nevada with its insignificant population and small number of roads should have a much larger share of money than New York with its 6,000,000 population and its thousands of miles of roads. It be better to distribute the money proportion to either the number of miles of road in each State or else in proportion to the number of inhabitants.

How to distribute the money is also a question admitting of some discussion, and while there are many ways in which it can be done, permit me to suggest the following: Assume that Congress has

decided to distribute on the first of each month 75 per cent. of the surplus in the treasury among the States, to be used in improving the public roads. I say the surplus on the first of each month, because if only the present surplus is distributed the treasury would soon be overflowing again, but by relieving it monthly the present evils of a congested treasury would be permanently avoided and the money would be expended more slowly and judiciously.

The Secretary of the Treasury would then, on the first of each month, send a check to the treasurer of each State for the amount due such State. The State treasurer should then send his check to each of the county treasurers for the amount due to them. The money could be expended under the direction of a committee of the Board of Supervisors of the county, or by the county and township road superintendents, where such officers existed. By such a system of distribution the money would be spread uniformly over the entire country and would be promptly expended and put into circulation, and there is not a man, woman or child in the country who would not be either directly or indirectly benefitted by the introduction of a better system of roads or the improvement of the present ones.

Wheelmen ought to agitate this matter because there is little probability that Congress will adopt any measure during this session that will materially reduce the public revenues.

Tariff reform and reduction of internal revenue are both impossible with the Senate in control of the Republicans and the House in control of the Democrats.

The Treasury is bound to overflow, and it is far better that the overflow should be expended for building good roads than that it should be wasted in extravagant pension measures, or the purchase, at an exhorbitant premium, of bonds not yet due.

CHAS. T. RAYMOND, L. A. W. 286.

Lockport, N. Y., April 25th, 1888.

THE LE FEURS IN ST. THOMAS.

(*Special.*)



BATISTE LE FEUR. JEAN LE FEUR.

IN my last I referred to the fact of this being a regular coaling station. The "Murray Castle" received its supply of coal from a lighter, and it was a sight to an American pair of eyes, to see from twenty to thirty negro women—don't cast your eyes up in holy horror, gentle readers, the work is done by *women*, every time—handling bushel baskets of coal; walking up a narrow gangplank from the lighter to the steamer's deck. Straight as a pine are these same women, and as perfectly developed as your favorite 2.29 4-5 racer. Two gangplanks, about four feet apart, reach from lighter to steamer, and up one plank and down the other the dusky maidens keep moving steadily for two to three hours without a rest. As soon as a basket is filled it is picked up and tossed on to the head of one of the women, who, with no apparent effort, moves at a quick pace up one of the gangplanks, dumps the contents of the basket down the stoke-hole into the bunkers, and starts down the other plank for another load. The coal is "trimmed" by the ship's stokers.

For light-heartedness these coal jugglers stand at the head. They are continually singing, laughing or cracking jokes (not always such jokes as one would care to publish in a Sunday School journal, I'll acknowledge) at one another, or at some of the onlookers. But if you want to see Bedlam let loose, just tread on their corns, so to speak. One of the sailors chanced to offend one of the belles of the lighter, and, ye shades of Louis Riel! baskets were dropped in a jiffy and the whole crowd made a wild dash, and but for his taking refuge in the Captain's stateroom, I am firmly convinced that they would have used him for "shark bait." Five minutes afterward all signs of the storm had disappeared, and they were all working away in a pleasant humor.

Shortly after the task of coaling was begun, Jean and I bade adieu to our *compagnons de voyage*, paid a boatman an English shilling, and five minutes later had taken

OUR FIRST STEPS ON DANISH SOIL.

Our first move was in the direction of a hotel, of which there are several, good, bad and indifferent ones, on the island. We were soon quartered in comparatively pleasant rooms in the American House, our rooms affording us a look at the harbor and opposite side of the island.

After a bath we started out for a stroll, but were soon driven back by a heavy shower, which in this latitude springs on you without any warning. Seated at our windows—it was dark then—we watched the lightning play among the rigging of the vessels in the harbor. And *such* lightning! almost one continuous flash; and bringing out in bold relief every object on the rocky shore opposite. The thunder was simply terrific; one crash following another so closely as to blend together into one long deafening peal. The shower, however, was over in half an hour, and ten minutes thereafter the myriads of stars were shining in a perfectly cloudless sky.

Later we took a walk along the principal street—in fact the only one deserving the title—and found that after the eight o'clock lunch, nearly the whole population may be found out of doors, enjoying the delightful sea breezes. All nations are represented here. Here we meet a group of four, two sailors, a darky cook and a boy of about fifteen, all gloriously (?) drunk. Here again is a "Jack-tar" trying to persuade a shipmate to enter one of the gambling dens for which St. Thomas is noted. Across the street is a neat two-story dwelling, in front of which is a family party, father, mother, two sons and three daughters. They are laughing and chatting as though at peace with all the world. Within two blocks we saw half a dozen such pleasant scenes. The passer-by, whether a citizen or total stranger, is invariably greeted with a pleasant "good evening" when passing these groups.

Although, as I have stated, this is a Danish dependency, the language of Denmark is very little used, the majority speaking English, French or Spanish. The German tongue is used here and there, although the land of the Iron Prince had never secured as strong a grip on St. Thomas, as Hollanders are here in large numbers, but they have, almost without exception, adopted the English language.

One fact in regard to St. Thomas is worthy of note. As far as I am able to ascertain

THERE IS NOT A JEW ON THE ISLAND!

This ascertion seems almost incredible, but I am assured by several responsible parties that it is strictly true. The majority of the money brokers are Hollanders. The business houses, usually two-story stone buildings, are, as far as variety of wares is concerned, equal to any country store in the States. Here is one near the main landing. Inside the wide doors, to the right, is a ready-made clothing department; next a full line of head and foot wear, flanked by a custom tailoring department; opposite are dry goods, and men and women's furnishing goods; here is a full assortment of hardware, house furnishing goods, harness, etc.; in the rear is a quiet corner where liquid refreshments and smokers are kept. Upstairs you can find pianos, organs and other musical instruments of American and European manufacture. If you are a sea-faring man you can, under the same roof, procure anything from "salt horse" to an anchor.

On the high mountains back of the town are several large castle-like buildings. Say but a word to one of the old white-haired darkies, and he will launch off with a long and oft-repeated tale of how this one on the right was inhabited by none other than the supposed-to-be mythical "Blue Beard." No wonder you feel faint, dear reader, but then, as news-gatherers, *we* are supposed to stand almost anything. Another was occupied by "Black Beard," and there on the brow of the hill opposite was where "Grey Beard" held forth. All of this we take in silence. The "oldest inhabitant" will show you that "Blue Beard" must have lived in the castle first mentioned, as the entire building, inside and out, is painted a light blue color, even to the circular tower, which rises to a height of 130 feet.

There is a very solid foundation, however, for the stories related in the remaining castle, the largest of the four. This castle is on the side of one of the highest hills, to the left of the town, and is in a line with what was formerly an opening running from the upper end of the harbor to the open sea. A good many years ago the opening was filled up by an earthquake. It is a matter of history that for a number of years St. Thomas was the stronghold of the notorious freebooter, Morgan, "the Buccaneer of the Spanish Main." The castle referred to, was, it is positively stated, the home of that

precious scoundrel. At one time Morgan had under his command nearly five thousand men. Morgan used to have men constantly on the lookout for vessels, and when one was sighted he would send a number of his vessels through the opening mentioned, and others, out by way of the present entrance to the harbor, to intercept the vessel sighted. If successful in capturing it, the victors would run it into the harbor, and after disposing of the cargo as well as those of the crew who could not be prevailed upon to join the villainous gang, the vessel would be scuttled. In proof of the assertion that Morgan had an immense following, it requires but a glance at the history of Puerto Cabello, in Venezuela, which was at one time considered to have within its walls

THE MOST VALUABLE COLLECTION OF PRECIOUS METALS

and jewels of any city in South or Central America. This town was twice sacked by Morgan.

The first time he was accompanied by eleven hundred men, but so stubborn was the resistance offered by the people living in the town, that, although he succeeded in his designs, he had but five hundred men when he returned to his fleet. His second visit was paid about, I think, four years later, but, beside leaving nearly five-hundred men on board to protect his fleet, he mustered 2200 men before the final onslaught was made on the ill-fited Spanish town. A determined effort was finally made by Great Britain to wipe out the horde, and it was not long before those who were not cut down or hanged by the naval tars were compelled to scatter to the four winds. It is a generally accepted belief that the band left a vast amount of wealth buried on the island, but, beyond a few Spanish doubloons now and then, no great "finds" have ever been made.

At the head of the harbor are a number of hulks of vessels, some of them very old but well preserved, which are asserted to have been there for over a hundred and fifty years.

In the summer of 1874, a square-rigged vessel "lay-to" off the entrance of the harbor. Near evening two boats, each containing eight men, were lowered and pulled up to the city. The men, who were not very communicative, said simply that the vessel was bound for Rio Janeiro. A boy who was prowling about, said afterward that he saw a number of picks and spades in the boats. The crews pulled away from the wharf about half-past ten that night, saying they were going aboard. The next day, at a spot about five hundred yards from the inside light-house, was found a hole, about seven feet by ten, and about eight to ten feet deep. The bottom in one place was hard and smooth, as though some flat object had been resting there for a long while. This level place was five feet six inches in length, and thirty-two inches wide; just about the size of an old-time chest, and to strengthen the belief that a chest had been there, there were four depressions, one six inches from either end, and two near the centre. These depressions looked as though caused by bands, being two inches wide and about half an inch deep. Whether the two boats' crews had made the excavations or not, or, having made it, what they secured, is more than any islander pretends to know.

AS WE LEAVE HERE TO-MORROW

(25), we started out yesterday to turn some American money into that which will the more readily pass in Brazil. Entering a broker's office we made known our wants, and, Great Victoria! the broker informed us in a very delicate manner that for sixty-five cents of Uncle Sam's cash he would give us one *milreis* of Brazil. That is fifty *rentines* (cents) or one thousand *reis*, the unit of Brazilian money being the *rei*, or one-twentieth of a cent. Thirty cents on the dollar (about) we thought to be a pretty high rate, "but," said the urbane broker, "don't you see that when you come back and make a counter-change you will be even?"

I said I "could not see it," but perhaps he could make it clear. "Certainly," he said, and this is the way he "made it clear:" "You pay me sixty-five cents of American money, for which you receive fifty cents of Brazilian. On your return trip I pay you fifty cents of American money, for which I receive sixty-five cents of Brazilian. There you are, clearly, $1.15 of American money, $1.15 of Brazilian money!" And to judge from the manner in which he rubbed his hands and chuckled, one would think he had solved the great problem as to "which part of a wheel travels the faster." I thanked him of course for his lucid explanation, but had to acknowledge that there had been some defect in my education, as the way I figure I'll have just forty cents on the dollar, when I make what the broker calls a "counter-change."

If any of our wheeling friends design visiting the West Indian Islands, they should not miss a look at St. Thomas. But I'll give them a straight pointer, there is *no wheeling* on the island. For hill-climbing, pure and simple, it is all (or even a little more) that could be desired. But once on top of any hill on the island, dismiss all ideas of coasting from your minds, as "the harbor is deep and the bottom is lined with sharks." But even with a wheelman, with no show to wheel, the place is well worth a visit.

As I have before stated, we leave to-morrow for Para, where we expect to arrive about April 5th or 6th. Will jot down a few items in regard to the trip down and forward upon arrival, and will follow it up with what is to be seen in the city.

St. Thomas, W. I., March 24, 1888.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

In the great rush that is being made for safeties this year, it should not be forgotten by those who find difficulty in securing one of this type, that Starley & Sutton can furnish their celebrated Rovers. The original of this class of machines. See their advertisement.

We are in receipt ot constant requests for a "set of those colored plates." We will furnish the complete set to anyone sending us twelve cents. The Pope Mfg. Co. have made arrangements with us whereby they will furnish to cycle dealers and club houses a framed set of these plates, the only requirements being that the party ordering pay transportation charges, and agree to display same in some conspicuous place.

The *Turf, Field and Farm* has removed to No. 251 Broadway, corner Murray street, and opposite City Hall Park, New York. For many years the *Turf, Field and Farm* has occupied a pre-eminent position among the sporting journals of America. It is a standard authority on all legitimate sports, and is held in the estimation of American sportsmen, turfmen, athletes, oarsmen, etc., upon the same high plane that the *London Field* occupies in the esteem of all English lovers of sport. It is ably edited, independent and fearless, and its reports cover a wide range of manly pastimes.

One of the most artistic little advertising pamphlets that we have ever seen is the one lately issued by Sterling Elliott, of Newton, Mass. It contains fifteen comic sketches most beautifully drawn by "Boz." Mr. Elliott manufactures machinists' tools of the finest quality and design. Mr. Elliott is better known among wheelmen as the inventor of the Elliott cycles, "the wooden wheel machines." This firm are now completing preparations to place the three forms of machines, the tricycle, quadricycle and safety, on the market. These machines, when ready for use, weigh respectively, 66 pounds, 54 pounds, and 34 pounds. Announcements will be made, giving particulars, in due time. The Boston office of the "Sterling Cycle Co." (owners of the Elliott patents) is No. 12 Pearl St.

A well-known rider living in Philadelphia, and who is in no connected with the firm we are about to mention, writes us a long letter calling the attention of wheelmen to the Jaeger system of dressing. He says: "As a lover of cycling, I feel that I should not be doing my duty were I not to introduce to your notice a cycling suit, which I have inspected, and which should without a doubt come within the reach of all cyclists. This suit has been largely adopted by the leading cyclists in England and on the Continent, and has secured universal favor. It is made by the Jaeger & Company, whose warerooms are at 1104 Chesnut street, Philadelphia, Pa. I am anxious to impress upon all cycling clubs and associations, that it behoves them, both in the interests of individual members, and in that of their otherwise excellent cause, to adopt a cycling suit which will in every sense of the word be found exceedingly beneficial to all cyclists, and the Jaeger suits and system are *par excellence* the suit for the cyclist." [The principal house for the sale of the Jaeger goods in the United States and Territories, excepting parts of the states of Pennsylvania and New Jersey, is the Dr. Jaeger Sanatary Woolen System Co., at 827 and 829 Broadway, New York. Also see their advertisement in this issue.—Ed.]

COMING EVENTS.

May 12—International match race, ten miles, W. A. Rowe vs. R. Howell, Coventry, Eng.
May 29—Meeting Iowa L. A. W. Board of Officesrs at Cedar Falls, Iowa.
May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.
May 30—Tournament at Oakland, Cal.
May 30—Tournament at Los Angeles, Cal.
May 30—Maine Division L. A. W. Meet, at Portland.
May 30—Tournament Terre Haute Bicycle Club.
May 30—Massachusetts L. A. W. Division Meet at Boston.
June 16—Start of New York to Baltimore tourists.
June 18 to 20—League of American Wheelmen Annual, Meet, at Baltimore, Md.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
Sept. 4, 6, 8—Buffalo Tournament.



ABBOT BASSETT, Secretary-Editor.

THE spring meet of the Iowa Division will be held at Cedar Falls on May 29 and 30. An enjoyable affair is expected, and a large attendance is desired.

THE Massachusetts Division has received its annual invitation from the Martha's Vineyard Club, and will hold its meet at Cottage City in August

MR. ELWELL corrects us regarding the Evans case. Our information came from Philadelphia, and was thought to be correct. We are glad to know that the aspect of the case is more pleasing than our previous information would lead one to think it was.

The Carnell Case.

Editor Bulletin: The *Bulletin* has contained many inaccurate statements concerning Philadelphia, and no one has taken the trouble to deny them. The issue of yesterday, however, contains one that is too far from the truth to allow to pass unnoticed. I refer to the item about Mr. Rowland Evans. In the first place Mr. Evans has not "compromised" his claim at all. Nor does "Carnell pay to Mr. Evans $75," or any other sum. Neither has "Mr. Evans agreed to withdraw his suit." In a word, there is no foundation at all for the statements made in the *Bulletin*. The facts are, in brief, as follows: When the case was called for trial Carnell was found to have run away. He was under bonds to appear. The bondsmen could not produce him, and in consideration of their paying $75 to cover the expenses incurred in both suits against Carnell, they have been released from their bond. The suit is still pending against Carnell, and it will not be well for him to return to Philadelphia as we are in a position to at once press the suit to a verdict. Mr. Evans is especially anxious that it is not thought he would compromise *principle* for *cash*, and the *Bulletin* has undone all our efforts to put the matter in its true light. Under the circumstances it is only just that you should publish this correct statement of facts in your next issue.

Very truly,
ISAAC ELWELL,
Atty. for Mr. Evans and Pa. Div. L. A.
Philadelphia, April 28th, 1888.

Parties can meet the tour from Harrisburg by rail to Lancaster; also from Harrisburg by turnpike via Carlisle; Chambersburg to Hagerstown 85 miles.

From Cumberland, Md., 80 miles on tow-path of Chesapeake and Ohio Canal to Williamsport; thence 6 miles to Hagerstown. This ride will prove easy and enjoyable.

The distances are arranged to make the tour easy, sociable and beneficial; also sufficient time to examine places of interest.

W. S. BOMBERGER, Tour Master.
Hagerstown, April 16, 1888.

Subscription Fund.

I beg to report the following additional subscriptions to the L. A. W. relief fund:

The Bicycling World, Boston	$5 00
W. H. Cameron, St. Joseph, Mo	2 00
A. B. Dexter, "	1 00
B. P. Hatch, "	1 00
Wm. Goetze, "	1 00
C. G. Hall, Jr., "	1 00
C. U. Philley, "	1 00
W. Williams, Booneville, Mo	50
E. R. Paillou, "	50
J. C. Pigott, "	50
W. J. Petty, "	50
H. L. Swarts, St. Louis, Mo	50
S. C. Newman, "	50
Joseph Grave, "	1 00
A. W. Douglas, "	50
G. E. Wetzel, "	1 00
H. W. Belding, "	1 00
A. P. DeCamp, "	50
M. C. Morris, Germantown, Pa	1 00
W. H. Allen, Hartford, Conn	1 00
G. E. Webster, Kingsville, O	1 00
J. G. Ford, Dryden, N. Y	50
E. M. Van Hoesen, Preble, N. Y	50
J. W. Edwards, Bowling Green, Mo	50
Alex. E. Lewis, St. Louis, Mo	2 00
Total	$25 50
Previously reported	352 00
Total received to date	$377 50

Yours fraternally, W. M. BREWSTER, Treasurer.

Rate to Baltimore.

The rate of fare to the L. A. W. meet in Baltimore on June 18, 19 and 20, from all points East of the Mississippi River, and from a line drawn from Chicago to Peoria, Ill., and thence to St. Louis, will be one and one-third, first-class fare for the round trip. The rebate to be secured upon the certificate plan, as last year. But as there were many "breaks" at St. Louis during the last meet, that will not pass readily this year, I would give below the necessary instructions, as furnished by the Chairman of the National and Local Transportation committees, which if followed closely by those attending the meet, will avoid much trouble and confusion, and secure the reduced rates for all visitors to Baltimore.

First. Buy not earlier than June 15th a first-class ticket to Baltimore, (one way) for which pay the regular tariff fare. Upon request the ticket agent will issue you a certificate of such purchase, properly filled up and signed by said ticket agent.

Second. If you are west of the territory named above, or where a through ticket cannot be had, then purchase a ticket to the nearest prominent point within


BUTCHER CYCLOMETER CO.,
6 and 8 Berkeley Street,
BOSTON, MASS.
Free by Mail on Receipt of PRICE, . . $10.00.

of the return ticket, will enable the ticket agent to detect any attempted transfer.

You will observe from the instructions above that it will be absolutely necessary for each member of the League attending this year's meet to obtain a certificate from the agent where the ticket to Baltimore is purchased, otherwise it will be impossible to obtain reduced rates on the return, as the railroads are more particular on this point than ever heretofore, and unless these instructions are carried out to the letter, which will be very little trouble if proper attention is given them, you will be obliged to pay full fare both ways. Fraternally,

A. E. MEALY, C. C. Md. Div.

Michigan Division.

Appointment of Consuls and Committees for term ending Sept. 1, 1888:

Ann Arbor,	C. W. Wagner.
Armada,	C. E. Lathrop.
Adrian,	W. W. Todd.
Battle Creek,	W. K. Kellogg.
Bay City,	D. C. Jackson.
Benton Harbor,	H, R. Huntington.
Blissfield,	C. E. Howland, 2d.
Calumet,	W. M. Harris.
Cairo,	W. F. Street.
Centreville,	W. Denton.
Coldwater,	H. J. Bassett.
Dearborn,	H. M. Snow.
Deerfield,	D. F. Griswold.
Detroit,	C. E. Alvord.
Dowagiac,	A. B. Gardner.
East Saginaw,	Geo. W. Smith.
Flint,	E. M. Gordon.
Grand Haven,	N. Robbins, Jr.
Grand Rapids,	W. S. Turner.
Hancock,	P. B. Rastello.
Homer,	W. W. Snider.
Humboldt,	W. J. Maas.
Ishpeming,	H. Harwood.
Ithaca,	E. J. Heath.
Jackson,	B. A. Webster.
Lansing,	L. J. Bates.
Mancelona,	L. E. Slussar.
Negaunee,	W. H. Chellis.
Newaygo,	F. Jacobi, Jr.
North Branch,	J. H. VanDecar.
Northville,	H. D. Dean.
Opechee,	F. Klepetko.
Parma,	W. J. Butterfield.
Pontiac,	E. A. Merrttt.
Red Jacket,	T. Willis, Jr.
Richmond,	W. E. Young.
Saginaw City,	M. W. Barringer.
Saline,	E. E. Rouse.
Sand Beach,	A. H. Taggart.
Sparta,	M. L. Noble.
St. Johns,	R. G. Steel.
Tecumseh,	W. H. Hayden.
Three Rivers,	W. C. Shanafelt.
White Cloud,	H. A. Trask.
Williamstown,	E. S. Andrews.
Windsor, Ont.,	A. D. Bowlby.
Ypsilanti,	Charles W. Glover.

L. A. W. Hotel at Grand Rapids changed from the Eagle to Sweet's. Rates $2.00.

ADDITIONAL REPAIR SHOPS.

Detroit—F. Wuelfing & Co., 71 Larned street, W. C. H. Smith, 249 Woodward avenue.

COMMITTEES.

Races.—N. W. Ely, E. Saginaw; G. E. Lane, Detroit; G. F. Keck, Grand Rapids.

Rules and Regulations.—F. C. Blodgett, Detroit; Clarence Lightner, Detroit; C. B. Hastings, Detroit.

Rights and Privileges.—H. M. Snow, Detroit; P. F. Treanor, E. Saginaw; W. H. Hayden, Tecumseh.

Membership.—R. G. Steel, St. Johns; W. M. Harris, Calumet; O. L. Palmer, Grand Rapids.

Transportation.—P. N. Jacobsen, Detroit; E. M. Moear, Grand Rapids; W. F. McBain, E. Saginaw.

Fraternally, J. H. JOHNSON,
Detroit, April 23, 1888. C. C. Mich. Div.

APPLICATIONS FOR MEMBERSHIP.

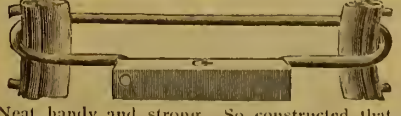
The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

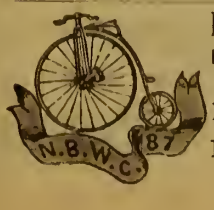
"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

BETTER THAN EVER.
PUNNETT'S
JERSEY CLOTH GARMENTS.
Knee Breeches only $4 a Pair.
Club Uniforms a Specialty
Be sure and write for Samples and Measure Blanks.
PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

THE "BEST" BICYCLE LOCK.

Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price $1.00.
WHITTEN & CO., Providence, R. I.



BADGES, MEDALS, Etc.
MADE FROM ORIGINAL DESIGNS.
H. C. HASKELL,
18 John St., New York.
Correspondence Invited.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 137—Total 120—9386.

BOSTON, May 4, 1888.

CALIFORNIA DIVISION—2—333.

Oak Leaf Wheelmen.

18625 Southworth, F. E., Stockton.

Unattached.

18601 Martin, A. A., 416 Market st., San Francisco.

CONNECTICUT DIVISION—5—399.

New Haven Bi. Club.

18528 Bartlett, Chas. T., 30 College st., New Haven.
18530 Perkins, W. F., 663 State st., "
18531 Pomeroy, John H., 110 Olive st., "
18529 Morse, Chas. N., 265 Ferry st., "
18626 Peck, Walter D., "

DISTRICT OF COLUMBIA DIVISION—1—88.

Unattached.

18567 Curriden, Geo. A., cor. 14th and N.Y. ave., Washington.

ILLINOIS DIVISION—1—525.

Englewood, C. C.

18568 Hassard, W. B., 31 Michigan ave., Chicago.

INDIANA DIVISION—2—167.

Unattached.

18569 Dodds, W. R., Muncie.
18570 Nixon, H. V., Newport.

IOWA DIVISION—1—119.

Dubuque Wheelmen.

18571 Cornelisen, O., Dubuque.

KANSAS DIVISION—4—113.

Central C. C.

18556 Hogan, Thomas, Junction City.

Olathe Wheelmen.

18532 Yant, G. A., Olathe

Wichita Wheelmen.

18628 Dunbar, Harry C., S. L. Davidson, Mortg'e Co., Wichita.
18627 Viele, Maurice C., "

KENTUCKY DIVISION—1—70.

Unattached.

18572 Russell, Geo. C., 639 E. Green, Louisville.

MARYLAND DIVISION—8—321.

Baltimore Cycle.

18533 Darrach, F. L., 6 South st., Baltimore.
18500 Hoffman, H. L., 1 W. Fayette st., "
18534 Lockwood, H. L., 7, 9 and 10 E. Pratt st., "

Cycling Ramblers.

18631 Armacost, John D., Finksburg.

Unattached.

18629 Cole, Arthur Edwin, 723 W. Townsend st., Baltimore.
18602 Golder, James A., 1239 Myrtle st., "
18630 Richardson, N. C., 1316 Bolton st., "
18535 Yearley, Frank B., 24 E. Lexington st., "

MASSACHUSETTS DIVISION—17—1057.

Massachusetts Bi. Club.

18536 Williams, John T., 13 Faneuil Hall Market, Boston.

Taunton Bi. Club.

18558 Mills, W. A., 92 Weir st., Taunton.

Winthrop Wheel Club.

18033 Freeman, Edward S., Winthrop.
18034 Gove, Walter W., "
18035 Noyes, Fred L., "

Worcester Bi. Club.

18559 Hoyle, Chas. E., West Millbury.

Unattached.

18032 Goodell, Chas. Bradford.
18538 Flint, Wm. Parker, Walnut st., Brookline.
18014 Valentine, F. P., Framingham.
18540 Jewett, Allan M., 1 1-2 Charles st., Haverhill.
18537 Clark, W. H., 131 Central ave., Lynn.
18040 Fish, E. H., 154 Chilton st., Malden.
18539 Fuller, Everett L., 30 Mountain ave., "
18013 Mills, Geo. W., Box 447 Medford.
18015 Wells, Charles G., 2869 Washington st., Roxbury.
18557 Rogers, Harry O., 82 West Brittarm, Taunton.
18573 Snow, Arthur P., 129 Main st., Worcester

MICHIGAN DIVISION—4—215.

Unattached.

18574 Peirce, Edward, 17 South 5th st., Ann Arbor.
18616 Perkins, Fred L., 154 Turner st., Grand Rapids.
18617 Perkins, Harry J., " "
18618 Tietsort, R. P., "

MINNESOTA DIVISION—3—92.

Standard Bi. Club.

18541 Colton, C. L., 700 East 3d st., St. Paul.

Winona Cy. Club.

18636 Youmans, Harry S., Winona.

Unattached.

18542 Parks, E. O., N. P. R. R. Como. Shops, St. Paul.

MISSOURI DIVISION—3—287.

Mo. Bi. Club.

18544 Stone, Percy, 103 No. Channing ave., St. Louis.

Unattached.

18619 Thomas, H. L., Moberly.
18543 Canfield, H. A., 2632 Russell ave., St. Louis.

NEW JERSEY DIVISION—9—594.

Elizabeth Wheelmen.

18546 Farrand, Joseph S., 465 Morris ave., Elizabeth.
18550 *Farrand, Miss Charlotte E.*, 465 Morris ave., Elizabeth.
18545 Lloyd, Albert, 159 Orchard, "
18548 McKinney, Edw. S., Grier ave., "
18547 Morewood, W. B., 88 Broad st., "
18549 Thompson, Lewis, 340 Westminster ave., "

Unattached.

18603 Ewan, Robt., 333 Penn st., Burlington.
18577 Lewis, James M., 457 Morris ave., Elizabeth.
18620 Gould, Lewis W., Vineland.

NEW YORK DIVISION—23—2004.

Albany Wheelmen.

18561 Browning, L. J., Room 50 Tweddle Building, Albany.
18576 Treadwell, Frank A., 156 Lancaster, "
18562 Weaver, E. H., 300 Hamilton st., "
18563 Williamson, Harry P., 11 Beaver st., "

Geneva Bi. Club.

18621 Walton, E. A., Geneva.

K. C. W.

18604 McLean, Durant, 205 Macon st., Brooklyn.
18605 Raynor, Foster, 190 Lexington ave., "
18606 Sniffen, E., 144 Hooper st., "
18607 Van Hagen, C. H., 587 Putnam ave., "

New York Bi. Club.

18611 Fairchild, B. L., 155 Broadway, New York City.
18612 Peck, W. C., 9th ave., corner 72d st., "
18608 Shultas, Chas. F., 167 West 12th, "
18610 Weber, Walter A., 25 Broad st., "
18609 West, John C., 206 Broadway, "

Riverside Wheelmen.

18551 Rennecke, W. L., 108th st. and 9th ave., New York City.

Unattached.

18622 Ruckel, John B., 1401 Main st., Buffalo.
18575 Strootman, J., 44 Elm st., "
18552 Haviland, Thos. T., 197 Lander st., Newburg.
18641 Bayles, Edgar W., 413 W. 46th st., New York City.
18638 Darling, C. A., 174 E. 72d st., "
18640 Fischer, Geo. A., 33 W. 92d st., "
18637 Kruss, Clement F., 7 Livingston place, "
18639 Hamilton, W. L., M. D., 119 W. 71st st., "

OHIO DIVISION—24—753.

Forest City Ramblers.

18583 Allen, W. M., 1134 Case ave., Cleveland.
18579 Buchan, A. J., 147 Ontario, "
18593 Childs, G. B., National City Bank, "
18586 Corine H., 218 Superior st., "
18597 Donahue, C., 297 Starkweather ave., "
18595 Dorn, A. A., 417 Woodland, "
18582 Kale, S. E., 19 Frankfort, "
18594 Kamacher, C., 794 Woodland, "
18588 Maschke, Geo., 810 Woodland, "
18596 Neal, A. W., E. B. Hale & Co., "
18587 Noville, Frank, 472 Woodland, "
18578 Ruck, Robert, 124 Superior, "
18591 Shepherd, L. C., 860 Prospect, "
18592 Smith, Geo. H., 1336 Euclid ave., "
18590 Southworth, Otis S., 844 Prospect ave., "
18580 Taylor, Wm. N., Atwater Building, "
18585 White, C. A., 71 Prospect, "
18589 White, F. R., 1342 Euclid ave., "
18584 Whitworth, Alfred, 29 McCurdy, "
18581 Woodruff, W. W., 815 Detroit, "

Unattached.

18564 Piper, A. C., 550 Freeman ave., Cincinnati.
18598 Loeb, Henry, 376 S. 3d, Columbus.
18553 Eastman, E. R., Ottawa.
18579 Duff, S. E., Box 726, Painesville.

PENNSYLVANIA DIVISION—7—1210.

Harrisburg Wheel Club.

18623 Daron, Edw. L., Harrisburg.

Pittsburg Wheelmen.

18642 Miller, J. M., 153 45th st., Pittsburgh.

Unattached.

18644 Atherly, M. A., Corry.
18624 Fruh, Ernest, 1225 Oxford st., Philadelphia.
18554 Tindall, Harry B., 305 Catherine st., "
18643 Worth, Mason G., 6023 Bond st., E. E. Pittsburgh.
18565 Hamilton, Alex., Waynesboro'.

RHODE ISLAND DIVISION—2—201.

Unattached.

18647 Brady, John F., 326 Westminster st., Providence.
18555 Smith, Harry P., 80 Providence st., "

TENNESSEE DIVISION—1—52.

Unattached.

18600 Callahan, S. P., 29 Brigham sl., Knoxville.

TEXAS—1—24.

Unattached.

18560 Payne, W. F. El Paso.

VIRGINIA DIVISION—1—80.

Unattached.

18645 Hall, Christopher, 29 Granby st., Norfolk.

League Clubs.

The following clubs have been qualified as League Clubs, and are entered as such on the books:

The Deceivers, Pomona, Cal.

...of Brazil. That is ...
...e unit of Brazilian
...t. Thirty cents on
...gh rate, "but," said
...you come back and
...
...ould make it clear.
...de it clear:" "You
... which you receive
...pay you fifty cents of
... cents of Brazilian.
...y, $1.15 of Brazilian
...hich he rubbed his
...lved the great prob-
...er." I thanked him
...o acknowledge that
...the way I figure I'll
...ke what the broker
...
...g the West Indian
...nas. But I'll give
... the island. For
... little more) that
...the island, dismiss
...arbor is deep and
...a wheelman, with

associations, that it behooves ... of individual members, and in that of their otherwise excellent cause, to adopt a cycling suit which will in every sense of the word be found exceedingly beneficial to all cyclists, and the Jaeger suits and system are *par excellence* the suit for the cyclist." [The principal house for the sale of the Jaeger goods in the United States and Territories, excepting parts of the states of Pennsylvania and New Jersey, is the Dr. Jaeger Sanatary Woolen System Co., at 827 and 829 Broadway, New York. Also see their advertisement in this issue.—ED.]

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May 30—Tournament at Los Angeles, Cal.
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May 30—Tournament Terre Haute Bicycle Club.
May 30—Massachusetts L. A. W. Division Meet at Boston.
June 16—Start of New York to Baltimore tourists.
June 18 to 20—League of American Wheelmen Annual, Meet, at Baltimore, Md.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
Sept. 4, 6, 8—Buffalo Tournament.

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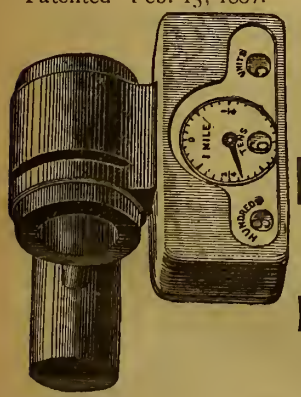
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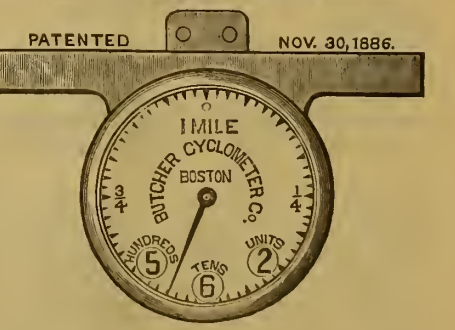
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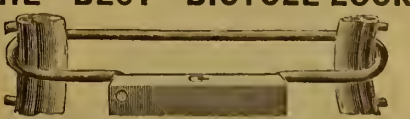
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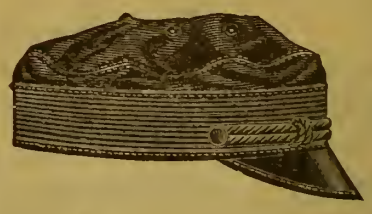
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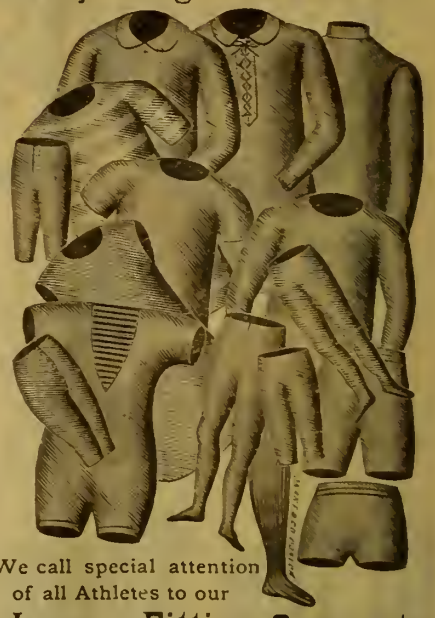
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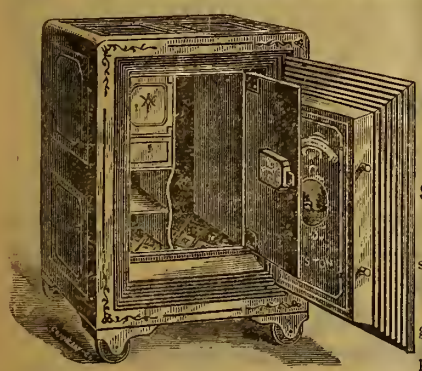
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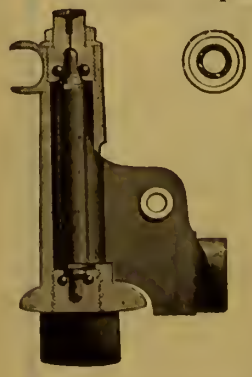
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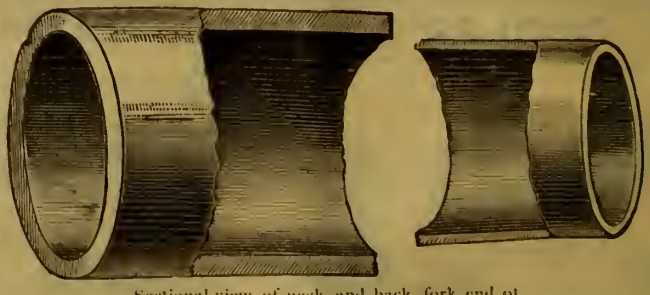
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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 11 MAY, 1888.

THE decisions lately arrived at by Judges Gresham and Blodgett in the case of Pope Mfg. Co. vs. Gormully & Jeffery is one of great importance. The decisions, as rendered, were in each count in favor of the Gormully & Jeffery Company. The Pope Company appealed to the highest court in the country, a final decision in which cannot be reached for some time to come. The result will be watched for with great interest by both dealers and riders. It certainly is a great victory for the Chicago firm.

NOW that Percy Stone has been reinstated by the L. A. W., we cannot see why Hendee, and other men who have forsaken the professional path and taken to selling machines, cannot once more enjoy the partial privileges of an amateur. We say "partial" because Stone has only been partly allowed to return to the privileges of the "only pure." He can never race on the path, but as the L. A. W. does not recognize road racing he is free to tackle "the pures" in competition there. Mr. Stone is a philosopher, probably, and he feels that half a loaf is better than none, hence he is willing to take what he can get. For our part we should want the whole amateur loaf in this case or none at all.

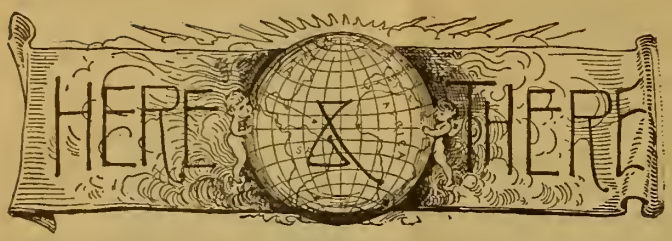
IN commenting on the Howell-Rowe races *Bi. News* says: "We are sorry for Rowe, because the reaction will cause people to underrate his merits, but we cannot resist the temptation to point out how exactly right we have been in our prognostications. Here we have a man who has done grand time—let us say has ridden twenty-one miles in the hour, and who comes over here with a reputation second to none—and yet he is played with and outgeneralled in the most complete and yet most primitive manner. We will venture a further prognostication, viz., that if Rowe only *gets beaten often enough* in the early part of the season, he will be heard of to much more advantage, and may even ride up to his reputation, as soon as the hot and dry days of early autumn are upon us. At present, we think Howell, Wood, Battensby, and John Lee, of the men who are in form, could easily get home in front of him. Physically, Rowe is a phenomenal man, and if his head was only half as clear as his legs he would be dangerous degree. Given the capacity, he won't take long to pick up that 'unknown quantity,' 'good judgment,' but its acquisition, like all other experiences, must be paid for." The same paper also editorially refers to the position taken by us in regard to the relative capacity of the two riders. We have nothing to urge in extenuation of Rowe's defeat. He was beaten squarely, and we admit it squarely. Like Davy Crockett's coon, we come down because we have to. We are, however, very sorry that *Bi. News* harps upon the subject of records made by Rowe, and continues to throw slurs of suspicion on same. The fact that Howell out-generalled Rowe is a decided point in favor of "head-work," and we believe that we are manly enough to admit it. This fact, however, has nothing to do with Rowe's records, all of which are *bona fide*, *Bi. News* to the contrary, notwithstanding.

NARROWLY ESCAPING DEATH.

FIFTY DOLLARS REWARD.

THE Albany (N. Y.) wheelmen are righteously indignant over an outrage perpetrated on Alfred Schimpf, one of their members, in Washington Park on Wednesday evening. It seems that shortly after seven o'clock, while it was still light, Mr. Schimf, who had been enjoying a spin about the park on his machine, started back along the driveway from the Hudson avenue entrance. At that moment a light buggy containing two unknown men came swiftly around the park road toward the entrance, and although warned by Schimpf, who had crowded his bicycle as far to the right as possible, the driver apparently made no effort to avert a collision, the result was that the horse dashed heavily against the wheelman throwing him from his machine, and driving the shafts into the lower portion of his body, shockingly lacerating the flesh. A brother bicyclist grasped the horse's head at this juncture, but the driver plied the whip vigorously and in a twinkling had disappeared down Hudson avenue. Mr. Schimpf was conveyed to a neighboring drug store, where his injuries were temporarily attended to, after which he was removed to his home. Yesterday he was reported resting comfortably, and unless inflammation sets in, his condition is not likely to assume a serious phase. The police were notified of the occurrence, but have as yet secured no clue to the reckless driver's identity. At a special meeting of the Albany Wheelmen last night a committee was appointed, with instructions to spare no expense in their efforts to ferret out the two men who so wantonly imperilled the life of one of their members. It was also ordered that a reward of $50 be offered for their apprehension. Competent counsel has also been retained to aid the wheelmen in prosecuting the offenders in the event of their arrest.—*Albany Express.*

FRED WOOD is back in England, and has been interviewed by the *Cyclist* man. He speaks highly of his treatment in the Colonies. He, however, touches lightly on the entanglement with the fair Australian; all he says of that is, "that the published reports of the affair were very much exaggerated, and that the whole business was 'got up' for him, as from first entering the city the greatest antipathy was displayed towards him on all sides. Having to defend what he (Wood) honestly declared was a most unjustifiable charge at the police court, placed him in very straightened circumstances, which it was difficult for him to overcome." It seems from the from the following item cut from the same source, that amateurism in New Zealand does not depend on not riding against professionals, as Wood says: "At the Pioneer Club meeting I rode against the best amateurs, and won the one, five and ten mile races, which entitled me to a stake of £50. A big reception was accorded me, and in addition to the money prize the club presented me with a silver salver. A little later I took part in some handicaps for the Christchurch Club, who presented me with a silver card tray." Mr. Wood expresses a burning desire to have a go at W. Wood, Howell and Rowe, and in fact every one who think they can down him.



THIS AND THAT.

"JACK."

Of late so much good-natured criticism has been spent by my friends of the cycling press in regard to my nom de plume of "Gentleman John," that I have decided to abandon the name forever, in favor of the shorter name above. It is with regrets that I give up the name, but there are so many wise men of the East who are not acquainted with the *origin* of the name that I bow down with great humility to the shrine of public opinion, and shall be known to the American and English cycling press as "Jack." With such critics as "Comus Kelly" (an *occasional* correspondent of *Bicycling News*) and Geo. Lacy Hillier, whose name adorns the *editorial* page of the same sheet, with such critics (I repeat) jumping with both feet on my chest about once in seven days, in the form of a derisive paragraph about the faint sense of humor which prompts a man to choose such a name, it is small wonder that I have abandoned a name which was given me when I was about three years of age, by a parent who doubtless had some particular reason for nicknaming me. As everyone knows, nicknames are things that cling very closely to a person, and the most unaccountable names are oftenest the ones which cling the closest. Were the name a self-chosen one it would be a very different thing, but in hunting round for a nom de plume, I, naturally enough, chose a nickname, the origin of which is so pleasant to my memory. People must forgive little follies. I don't think there are many who do not like the sound of a name (however ridiculous it may sound to a stranger) which was given by a fond mother who lives only in sacred memory. We all have our little weaknesses. To those cycling scribes whose sense of propriety has been so terribly outraged by my thoughtless use of the name, I send respects. McCandlish, Low and Nairn of *Wheeling*, Prial of the *Wheel*, divers and sundry correspondent editors and grand moguls of *Bicycling News*, and others have always found food for a paragraph and a chance to show their skill (such as it was) in writing something which, though hardly offensive, made one, nevertheless, very warm behind the ears. For the kindly interest which these gentlemen have shown me I thank them. It seemed to give them pleasure, and some of their alleged humorosities had faint traces of wit, which was not without its effect. Their attentions have been received with the same heroic spirit of appreciation which characterizes a man whose nocturnal exercises have been disturbed by cats on a neighboring roof. I heard them howl, and *sometimes* laughed, but generally d——d them with fervency. So "Jack" makes his bows to you, and trusts that he will not weary you very much more than of yore.

Speaking of ladies' bicycles reminds me of a machine which Mr. Marriot, of Marriot & Cooper, has been persuading the ladies to try. From an unsolicited testimonial which he showed me the other day, it would appear that the machine was a grand success. The lady who wrote the testimonial seems to have had a good deal of experience in that direction, and says that for thorough going qualities, and especially night riding, she has never found an equal. Mr. Marriot is justly proud of the machine. It is very portable and strong, and has balls all round, with socket and a universal joint which admits of plenty of vertical and lateral play. It is a rear driver, and the lady takes her position in the centre. *Wheeling* commented very strongly upon its strong points in a late issue.

Thomas W. Eck and his troupe of professional fliers are in the country. Like the convicts at Botany Bay, they say:

Fine patriots are we,
For, be it understood,
We left our country,
For our country's good.

I look for Whittaker to do great things, and as for Crocker, why he's after Billy Rowe's scalp if I am not very much mistaken. You see Crocker is just a little bit envious of the way in which Rowe has been lionized, and if they have a race I am afraid that Crocker will make the Lynn boy move pretty fast. But you can bet your life that the eyes of the cycling world are very wide open, and if any records are got they must be made squarely.

From Thomas Eck I heard a very queer story about an *amateur* in Minneapolis who, he avers, put emery in one *of the bicycles*, which was to have been ridden in the historic W.-M. race; it was either Whittaker's or McCurdy's, I forget which. I know the young fellow very well, and should Mr. Eck's statement be correct, I am very sorry indeed. It certainly is a most unsportsmanlike thing to do. A man who would do that would set fire to a blind asylum in the night.

Prial's new paper reflects credit upon that young man. Prial did write a very nasty paragraph about me, but afterwards in a letter he said that he was sorry, so it's all right, and I wish Prial success.

I don't think that this season there will be so many cycle journals springing up all over the country annoying the poor trade.

I think that Joe Pennell's article on military cycling, in the *Graphic*, was about right. The cycle *might* be very useful in war, and at the Easter manœuvres it was very clearly demonstrated that under very favorable conditions a cycle as a war accessory was of great utility. The safety, of course, is the only practical machine for the purpose, and for touring it would seem to be the machine par excellence. It has many advantages over the ordinary, and very few advantages. I rode some forty miles the other day after four o'clock in the afternoon, and twenty miles was in the greatest darkness and without a lamp. As I was following a well-known North Road scorcher, also on a light (thirty-pound) safety at a good rate of speed, and over country which I had never seen in the daylight, I have come to the conclusion that the safety is *the* wheel. Once or twice I lost the road, so dark was it, and rode over obstructions which would have sent me flying had I been mounted on an ordinary. Then the pace with which one can take the hills is wonderful; almost any pace. But a good surface is what a safety needs. On sand it is beastly and is very bad in wind, but on good roads one can get a splendid pace out of the wheel. I rode scant ten miles "from the Angel to the Anchor," in fourty-four minutes without any inconvenience, and then I hadn't taken it out of myself at all. That is good enough for me. Anything that goes at that pace over a hilly road is something more than a "fad." But say, boys, the ordinary is pretty hard to beat. It takes a *lot* of beating.

LONG ISLAND NOTES.

"WING-FOOT."

The fever of the Road Improvement is under full sway in our whole district. The recent opening of large districts by real estate speculators, beside the natural and rapid growth of the population of the suburban districts of the metropolis, consequent on cheapness of rents and the close proximity thereto, has introduced a leaven of new ideas and progressiveness that is bound to tell. The country road officers are becoming to be held more closely to their work, and roads that have not been touched in the memory of man have been resurfaced; and horsemen, seeing that our interests are identical, are becoming less reluctant to co-operate for the general good. The town of Flushing has now a bill before the Legislature to provide an annual appropriation for the improvement of the town steeets.

The Brooklyns will hold a twenty-mile road race on Saturday afternoon the 12 inst., over the Irvington-Millburn course, for the purpose of picking out members of the road racing team.

All the clubs interested in the great century are getting things into shape, and the chances are good for a large turnout. The Long Islands, the K. C. Ws., Brooklyns, Mercurys, and Huntingtons all promise large delegations, and the New Jersey clubs all promise well, as do the New York City clubs.

On Saturday and Sunday last, while on a run down into New Jersey, our club covered all that part of the route of the great century lying between Newark and Somerville, and Captain Camp, of Trenton, covered the rest of the route as far as Trenton. The stretch of the road between Elizabeth and Westfield was the only bad one in the whole route, and that was because of the heavy rain of the night before. From Westfield, down the railroad track, through Netherwood to Plainfield, from Plainfield to Somerville, and from thence to Trenton, the road is in fine condition.

The Jericho Pike is now in the finest condition that it has seen in years between Jamaica and Hinsdale and needs but a little rain to stay so for some time to come. The road from the ferry at College Point to Flushing is badly torn up for the purpose of laying a street railway, but great care is being taken not to spoil the roadway, and the riding will be as good as usual in a week or so. College Point is the only town on Long Island where the streets are

macadamized, and were it not for the terribly tough character of the young roughs on the streets at nights would make a fine speeding ground.

NEW JERSEY NOTES.

"RATCHET."

The Elizabeth Wheelmen held their monthly meeting last week and elected several new members. The time for accepting members under suspension of the initiation fee has been extended to cover the June meeting. Arrangements for the road race were made, and rooms for the team have been secured at the Irvington Hotel. All members who wish to take part in the century run from New York to Philadelphia are requested to communicate with Captain Berry.

Where, oh! where will the Union County Wheelmen get a team for the road race? And echo answers, "where?"

The Burlington Athletic Club is putting down a three-lap track at Burlington, which is expected to be a hummer.

I see that the four-lap track at Camden is a sure thing, and that the initial races thereon will be held on Decoration Day.

Five members of the Orange Wanderers made the run from Orange to Caldwell and back on the 28th of April in two hours and a quarter.

Harry A. Wolcott, of the Orange Wanderers, has entered for the inter-collegiate bicycle race to be run on May 27th, on the grounds of the Manhattan Athletic Club, New York.

Charley Kluge will try his speed on Canadian soil on the 23d, when, at Woodstock, he will meet such cracks as Foster and Davies. But we are just laying our little pile that Kluge will "get there with both feet."

This week we are to have a visit from the great American hill climber, from "Philley." Mr. Wells is expected about Thursday, and before my next I hope to be able to say that he has beaten Chickering's time up Eagle Rock. He will test the hill while here.

The Hudson County Wheelmen will put in the following team for the road race: C. E. Kluge, C. A. Stenken, E. P. Baggott, Fred Gubleman; all good men, and making a team which should be able to push the Kings County Wheelmen for all they are worth. The latter's team, I understand, will comprise Harry J. Hall, Jr., E. Valentine, Tommy Hall and Lee Wilson.

John Curran, of the Hudson County Wheelmen, has purchased a new "Special," and I am informed that he says "he has big money which tells him he will ride rings around C. E. Kluge before the summer is half over." Now, my dear Mr. Curran, can't you go a little farther, and give us the diameter of the "rings." Or are you afraid they will turn out to be "chestnut rings?"

Mr. Harris, of the Springfield Bicycle Company, will leave in a few days for a trip through Pennsylvania and Ohio, in the interests of that company. Mr. Harris tried Eagle Rock a few days ago and succeeded in climbing to the third telegraph pole. He says he will keep at it until he makes a full climb without a dismount. But he says "it is a stiff hill, there's no mistake about that."

In my last I forgot to note that the return bowling match between the Atalanta Wheelmen, of Newark, and the Harlem Wheelmen, played in this city 26 April, was won by the latter by a score of 1091 to 1047. Eight men constituted each team. The members of the Pleasure Bowling Club, comprised of employees of the Prudential Insurance Company, have joined the Atalanta Wheelmen in a body.

The first all-day run of the Wanderers on 16 May will be a pleasant one. They will leave the club house at 6.30 A. M. and wheel to Elizabethport, thence take the eight o'clock boat to Staten Island. They will then skirt the shore around by way of Tompkinsville and Stapleton, past Fort Wadsworth and down the Southerly shore to Princess Bay. The return will be made by the same general route.

Howard A. Smith is still hobbling with the help of a cane, as the result of a pedal-slipping exploit on 27 April. He was en route to Orange with a friend, the mount being a tandem. Mr. Smith was unable to "catch on" to the motion, and finally the crank and axle "caught on" to his right foot, bruising the heel and the lower part of the ankle pretty severely. He is coming around in good shape, although the cane is yet a necessity.

E. R. Collins, of the Union County Wheelmen, who has recently been elected Justice of the Peace of Westfield, writes me that he will give wheelmen the L. A. W. discount on all business, and especially that of a matrimonal character. He has laid in a stock of finely engraved marriage certificates, and will tie the hymenial knot (warranted a first-class tie) for his wheeling friends in approved style. He will also present to each couple so tied, a fine family bible, with nine blank pages for family records, and will furnish the address of the party from whom *additional blank leaves* may be procured.

PENNSYLVANIA.

"ARIEL."

Your last issue does not give the correct version of the accident to Captain E. W. Burt of the Philadelphia Bicycle Club. Messrs. Greves and Middleton *were* spilled from their tandem, and Mr. Smith ran into the wreck, breaking a handle-bar, but Mr. Burt's header occurred from a different cause and at another time. He was speeding at the time and slipped pedal which caused his cropper. Although cut and bruised he was fortunately not seriously injured, and attended to business during the week.

Eighty members and invited guests sat down to the second annual reunion dinner of the Century Wheelmen on last Friday evening at the Colonnade Hotel. An elaborate menu and happily responded to toasts were the order of the evening.

Saturday of last week Jno. A. Wells climbed Ford Hill three times in succession, and then in company with Halsted (by the way, will your typos *please* get his name correctly. They usually spell it *Halstead*), he broke the tandem record on the Lancaster Pike, from the Bellevue, at Wayne, to the Pennsylvania club house, 13 miles in 52 minutes.

Cassatt's hill has hitherto been surmounted by but three men, but last Sunday Halsted, Leisen, Frank Kohler and C. A. Roberts pulled to the top. Every rider here has the hill climbing fever. Last Sunday McClathery, of the Centurions, rode up Conshocken Hill twice, duplicating McDaniels feat of two weeks since.

During the moonlight nights of last week several tandem parties have been made up, and one of these took a run to a private club house up the blue waters of the Schuykill, where the gentlemen of the party cooked the viands and served the ladies to their entire satisfaction (whether their own or the ladies I could not learn, but they do say that Mr. Hart's coffee was equal to any *chef's*, while as for Mr. Osborne's planked shad and Mr.——— let me see; did I promise to mention no names?). The trip was a most enjoyable one and voted a great success.

Rink parties are also very popular just now. A number of ladies and gentlemen engage the Rink for an evening and have lots of fun out of it, besides learing the management of bicycle and tricycle under Mr. Geo. Hart's able tutorship.

I overheard an enthusiastic young woman exclaim to a companion the other night: "Well! if I were a man the only reason I wouldn't ride a bicycle would be because I couldn't learn to balance it. No, not even to ride a tandem with my best girl!" But then, you see, she looked at it from a feminine point of view.

Race meets and rumors of race meets all about us. The Camden Wheelmen propose having one on Decoration Day, one of the features of which will be a twelve-hour race. Philadelphia riders will aid in making it a success. Then the Y. M. C. A. will open their new grounds in West Philadelphia with an athletic entertainment on May 12th, and the wheel is down on the programme. Ditto the annual field meeting of the Athletic Club of the Schuylkill Navy, to be held May 23d.

There is some talk of a cycling track being projected at Reading, to be opened Decoration Day with a tournament, but inquiry fails to elicit any *definite* information on the subject.

I encountered the familiar face of Mr. E. M. Aaron in a restaurant the other day, and had quite a lengthy chat with him. He is taking to wheeling again, having ordered a new Victor safety, which he says he must ride for the sake of example to the little folks. The friends of Mr. Aaron (and there are many, for, after all that has been said, the fact remains that he was a most popular and energetic worker, and one who has done lots of good for the League of American Wheelmen) will be pleased to learn that he was well in health, spirits and business, the latter in New York.

Mr. C. R. Overman also favored us with his company last week. He has the happy faculty of making warm friends wherever he goes, but he is so much on the jump that the aforesaid friends never have the pleasure of his society for any time. We took in Emma Abbott in "Martha" together, accompanied by Mr. J. C. Dotter.

The *Times*, one of our leading papers, is now giving us a column of interesting cycling news every Sunday. Thus does the wheel influence spread. Only deliver us from the mis-statements of the

average reporter. One of the papers here coolly stated last week that Mr. Chas. Paul could climb Ford hill without hands. Now this grade has been climbed but twice this season, and as it is considered one of *the* hills hereabouts, I rather fancy Mr. Paul knew nothing of this reporter's intentions.

Captain Supplee, of the Pennsylvania Club, met with an accident on the 5th inst., which might have resulted seriously. While out on his new safety he had a collision with a horse near Ardmore, and was badly bruised.

Captain Fleming will retain his office in the Century Wheelmen, the Lieutenants having agreed to relieve him of part of the duties. Mr. McClathery takes the second lieutenancy. The club is to be congratulated for Mr. Fleming's decision.

Mr. Isaac Elwell has tendered his resignation as President of the Pennsylvania Club, after having occupied the position for upwards of three years. His retirement will be a great loss to the club. No one has yet been definitely named as his successor, although several have been spoken of.

Will L. A. W. No. 306 kindly forward his photo.? I am told that it is immense. Would also ask No. 3361 to mail his post office address.

KANSAS CITY.

"MENTOR."

Sunday (April 22) the second club run of the United Wheelmen, to Parkville, took place. This was the first time Parkville was ever visited by a party of wheelmen, and its advent was something of a novelty to its natives. Parkville is the *locale* of Park College, a Presbyterian school. The faculty is very strict, and it was learned that the visit of the wheelmen on Sunday was deemed a sacrilege. The school girls were kept so close that the boys did not have an opportunity to flirt with them. When the roads are in good condition the run to Parkville will be an exceedingly pleasant one, but till then a mention of the trip to a few of the participants of the run can be likened unto a red shirt to a bull. Parkville is just across the river, in Clay County, which has become famous as the home once of the noted bandits, the James boys. The county is very poorly populated, and the topography of the country is very irregular.

Local Consul De Tar has started a subscription paper for the purpose of raising a neat sum for helping the League get out of debt. All members in the city can contribute, and Mr. De Tar will see that the money is forwarded.

Charlie B. Ellis was very quietly married Sunday (April 22), in fact it was not known till a week later. It is presumed it is not too late to tender congratulations. Baltimoreans will remember Charlie, as he was a former resident of the Monumental City.

It is not generally known, but Eislinger's Garden caters to wheelmen, and cyclists who are fond of good native wine, cold lunches, etc., will be cordially welcomed. The Garden is located just North of Westport, and has become quite popular with a number of wheelmen.

Wheelmen are exceedingly jubilant over the fact that street paving is to be pushed here with renewed activity this summer. The paving of the Southwest boulevard to the State line will make it a rendezvous for wheelmen. Kansas City will soon become one of the best paved cities in the United States.

The rains of last week prohibited club runs Sunday (29), and wheelmen went round in a sort of a dazed way, seemingly oblivious of their surroundings. It was cold enough for fires, and club members huddled around the heaters, played billiards, spun yarns, and indulged in other amusements to pass away the time.

MINNEAPOLIS NOTES.

"VERNON."

Cycling in Minneapolis is having an agreeable boom. All the dealers (four in number) report sales exceeding last year's business at this time. E. J. Hale and Colie Bell (the "twins") are doing a moderate amount of road work, enough so that they will be in good form to take in a race if one turns up. J. Purvis-Bruce is expected back here about 12 July to race Colie Bell the proposed 25-mile road race. When Bell is asked about it, he looks at his wheel with a loving look, as much as to say, "we'll be there, won't we, old fel'?"

H. P. Leacham and Colie Bell are going to make an extensive trip East some time during the summer.

The Mercury Bicycle Club called a general run for all the unattached cyclists in town on Tuesday evening, but as only a few turned up it was given up. It was understood that the run was called in order to find out whether the club was "dead" or not, and if so they thought somewhat of joining the Minneapolis Club in a body, if they do, we will have as strong a club as any west of Chicago.

There is a bicycle agent in town, who has the agency of two or three lines of wheels, that must be afraid to have riders look at his wheels the second or third time. One of our prominent cyclists went in to this agent's store one day, to inquire about sundries he had ordered, and naturally he looked the wheels over to see if anything new had come in, when one of the proprietors came up and requested him not to handle them any more, as he had "seen them often enough!"

The Minneapolis Bicycle Club has awakened up from its winter's solitude of social games, and instead of meeting around the "round" table, they generally go out in pairs, fours, or as the case may be, and take a ride around town on the paved streets, or in the country. They have almost all the best riders in the State in the club, and are a jolly set of fellows. A week ago Sunday a dozen riders went down to St. Paul in a rain storm. It didn't dampen their spirits at all, in fact they seemed to be all the jollier. They put up at the Windsor House, the League hotel, and had a splendid dinner. Some of the frivolous boys made "eyes" at the pretty waiter girls, but were properly rebuked by our staid and sedate Secretary and Treasurer.

NEWS AND COMMENT.

On the last plate that we issued, that of W. A. Rowe, we had printed after his name, "Champion of the World." This is a clear case of counting your chicks, etc. The plate was printed three weeks ago, but we are prepared to be sat on hard by our facetious fellow scribes; especially do we expect to get a blast from our friend, "Dynamite" Page, of St. Louis.

A ladies' run will be among the pleasant features of the League meet.

The amount collected in Baltimore for expenses of L. A. W. meet is so far about $2600.

A tandem race will be among the events to be run at Baltimore next month; also a race for rear-driving safeties.

Arrangements are already being made at hotels in Baltimore by large delegations from New York, Philadelphia and Boston.

Remember the dates, May 29 and 30, as being the annual meet and races of the Iowa Division at Cedar Rapids, Iowa. Good programme of races.

In order to distinguish the Eck team from that of Manager Morgan, the *Cyclist* calls the former the "Yankee team," and the latter the "American team."

What's the difference between riding against old Father Time and Dick Howell? This is a bit hard for us to answer; will W. A. Rowe please send in the correct solution to the conundrum?

Philadelphia, Camden (Pa.) and Wilmington (Del.) wheelmen are invited by Kirk Brown, of Philadelphia, to compete in a hill-climbing contest some time before June 18. Mr. Brown will give a gold medal to the winner.

Cyclists of photographic proclivities (and there are many of them) should notice the advertisement of the Boston Camera Co. The "Hawk eye" is a camera they make a specialty of, and is particularly adapted to the cyclist's use.

We shall have to revive that term "promateurs" to fit such cases as our good friend Percy Stone. We would suggest a special uniform for these "'alf and 'alf" fellows, 'alf black and 'alf white, emblematic of their semi-purified condition.

Here's another of the same sort. If W. A. Rowe can ride a mile in 2.29, how does it happen that Howell beats him by 20 yards, in 2.45? Will *Bi. News* kindly give attention and answer the above? We know it will please them to be able to solve it.

The Ridgefield Athletic Club, of Albany, N. Y., will give a spring meeting June 2. Among the events is an open-to-all-amateurs two-mile bicycle race. Entrance fee 50 cents, to close May 28. Address, W. C. Miller, 3 South Hawk Street, Albany, N. Y.

Messrs. Gormully & Jeffery call attention in our advertising columns to their late successes in the courts in their suit with the Pope Mfg. Co. A reference to this advertisement shows a natural

IMPORTANT TO

Every American Rider and Dealer.

NOTICE.

79 FRANKLIN ST., BOSTON,
February 15, 1887.

Gentlemen—We are advised that the machines known as "American Champion" Bicycles infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles by any other party is ALSO infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights and the suppression of infringements, wherever such infringements occur. Yours truly, THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

We now beg to inform riders and dealers that there is NO DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not yet been proved invalid.

Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working over time and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.

CHICAGO, ILL.

THE MARLBORO
CLUB
Tandem.

—:o:—

The Swift
SAFETY.

—:o:—

Send for Catalogue.



THE MOST
Popular Tandem
MADE.

—:o:—

THE MARLBORO
CLUB
Tricycle.

—:o:—

Send for Catalogue.

THE COVENTRY MACHINISTS CO., Ld., 239 Columbus Ave., BOSTON, MASS.



INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER." 50-inch, $130.
Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

"CHALLENGE" ROADSTER. 50-inch, $100.
The best machine ever built for the money, including Spade Handles and Detachable Bar.

"CHALLENGE" ROADSTER NO. 2. 50-inch, $75.
A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. $135.
Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY. $60.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

"MINIATURE" TRICYCLE. $70.
30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRICYCLES.

No. 1.	For Gentlemen	$175
No. 2.	For Ladies or Gentlemen (The above furnished with "Singer's Patent Axle and Bridge.")	175
No. 3.	For Ladies or Gentlemen	160

SPECIAL "S. S. S." TRICYCLE. $185.
30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman

"S. S. S." TANDEM. $250.
Steered by either rider.

"TRAVELLER" TANDEM. $235.
40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRICYCLE. $195
The only practical Hand Power Tricycle for Invalids.

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

feeling of jubilation, and as they express it, so far as they are concerned the horizon is clear.

THE Columbia (Pa.) Wheelmen are going to have a road race May 30. The route is from Columbia to Mountville and return, There is a good deal of friendly rivalry among the members of this club, and they take this method of having a road race to work off some of the surplus enthusiasm.

THE Long Island Wheelmen and the Kings County Wheelmen of Brooklyn, N. Y., bowled a match April 27. The Long Island Wheelmen won by a score of 1511 to 1295. Mr. Starr of the L. I. made the best individual score of 193. A return match will be bowled during this month sometime.

THE last copy of the *American Athlete* to hand and not a single editorial on the coming Wells-Greenwood hill-climbing contest!! We sincerely hope that paternal joys and cares have not made Mr. Wells forgetful. The *Athlete* without its Hill Climbing editorial is indeed Hamlet without the melancholly Dane.

THE new club house of the Buffalo Bicycle Club was "informally" opened last week. The interior was thoroughly viewed, and nothing but praise and admiration was heard at the completeness of the furnishings and arrangement. A few of the members gave an exhibition of gymnastics in the gymnasium.

MISS MAGGIE B. PHILLIPS died at her home in Indianapolis, Ind., April 30, after a lingering illness of thirty-two days. Miss Phillips was the only lady member of the Indiana division of the L. A. W., and a very beautiful and accomplished young lady of eighteen. Her loss is very keenly felt by her many intimate friends.

WILLIAM J. CORCORAN denies the statement made in some of the Boston dailies that Mr. Dole was desirous of backing him (Corcoran) to ride W. A. Rowe. He says: "I do not want to be placed in a false light in the racing world, I am a trainer of racing wheelmen, and not a 'track artist' myself. I have no ambitions looking towards a championship on the path."

THE quarter-mile track of the East Hartford Wheel Club has been widened and repaired this spring, and is now one of the finest bicycle tracks in the country. It varies from 19 to 27 feet in width on the homestretch, and is 15 or 16 feet wide on the turns and the backstretch. This club proposes to hold its third annual racing tournament early in June; $300 in prizes will be awarded.

THE managers of the Buffalo Tournament Fair Association are about to issue semi-monthly a sixteen-page paper, and illustrated in the most artistic way. The name of this paper will be the *Illustrated Journal*, and it will be permanently devoted to the interests of the exhibition, and to the industrial, commercial and agricultural interests of the United States and Canada.

FROM New Haven we have a complaint that that city is not represented in our correspondence column. "We are a live lot of cyclists here, though you do not here from us often. Our club numbers seventy-five members, and we think we have nearly 1000 riders in the city. We are going to have a parade on 30 May, and a five-mile handicap road race on the same day. Look for us at Baltimore." We are glad to hear from New Haven, and hope that No. 9992 will "complain" some more.

THE Howe Company in Scotland flies two flags over its factory, one the British ensign and the other the stars and stripes. This penomenon is explained by *Bicycling News*, which states that the reason the stars and stripes flap in the British breezes is because Elias Howe, the inventor of the sewing machine made in the factory, was an American, and further, this particular flag is historical, for it is the identical flag that covered the coffin of the martyred Lincoln whilst the body lay in state.

W. E. CRIST writes us as follows: "I will be mounted this season on a 54 1-2-inch Humber bicycle, and Mr. Barber a 52 of the same make. We are at present training at Long Eaton track. Whittaker, Crocker and Knapp have not decided yet what wheels they will ride. Rowe does not seem to be riding very well; I hardly think he is in condition yet, as it is quite cold here and very hard work to train, being almost impossible to get up a good sweat.

WE protest that this thing has gone far enough, and when we wail forth the above protest, we give the following paragraph, taken from the Lynn *Item*, as the cause: "Somebody has suggested that 'sly Wizzie' take his old partner, Armaindo, and cross the briny for the purpose of pulling both American teams through." Yes, we protest emphatically!! Are the English insatiable, do they want everything? By and by we shall not have a professional left in the country, and then what *should* we do? Let us have Amalndo, do not take away "Wizzy;" life would not be worth living. We hope the United States authorities will take steps to prevent these two treasures from leaving our shores. We cannot let them go.

THE returned wanderers, Messrs John Newman and John Williams ("The two Johns"), of the Buffalo, N. Y. Club, were entertained by the club at Niagara last week Friday. "The 'Mahogany Tree,' with its pleasing combination of flowers, candelebra and spotless linen, was surrounded by 36 members of the club, the president and guests of honor at the head. The admirably-served courses, the 'laughter and wit flashing so free,' more than confirmed the expectation of those who had arranged so enjoyable an affair."

THAT the WORLD goes everywhere witness the following letter from a gentleman in Caro, Mich. Even the fishes read it: "The other day while fishing in the Cass river a piece of paper floated on my line. On looking at it I found it one half leaf of your paper. Enclosed find ten cents for your April numbers; I never saw the paper before, and I want to get a boy's bicycle and I think I may find it in your advts." We would suggest to our Caro friend that he write to almost any of our advertisers, and they can quote him prices, etc., on boys' machines.

MR. RICHARD Brodhead, respected citizen of Washington, D. C., was recently arrested by an officer on the charge of riding a bicycle after sunset without a lighted lamp. Mr. Brodhead explained to the officers that his lamp had exploded a few moments before. The officer would take no explanations, but arrested him, and drove him in a patrol wagon to police headquarters. The judge on hearing the facts said that officers should exercise a little common sense. When a citizen as respectable as Mr. Brodhead shows beyond a doubt that the alleged violation is clearly an accident, his explanation should be accepted by the officer, and the citizen should not be put to annoyance and trouble. If the officer concludes to make the arrest, he should at least do as is done in liquor cases—notify the defendant to appear. The case was dismissed.

CRIST'S REPLY TO KLUGE.

Mr. Chas. E. Kluge, Jersey City, N. J.:

Dear Sir.—I hereby have the pleasure and honor of accepting your challenge of April 6th, on the conditions mentioned in your letter to the BICYCLING WORLD and *The Wheel*, in which your challenge appeared, the races to be run after my return to America this fall under the L. A. W. rules. A challenge to any other kind of a race being uncalled for, as we will surely meet in some races at some of the fall meets to be given in the States. Trusting this will be satisfactory to you,

I am fraternally yours, WM. E. CRIST.

Long Eaton, Derbyshire, England, April 23d, 1888.

THE GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

Gentlemen—After considerable delay, the four 1888 Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severly tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey. Yours truly,

(Signed) MCDONALD BROS.

Jacksonville, Ill., April 30, 1888.

ROBB DEFEATS WOODSIDE.

[*By cable to Sunday Herald.*]

LONDON, May 5, 1888. There was a lively gathering on the Leicester cycling grounds this afternoon, when Woodside, who is still described as the American champion, raced Robb, a local favorite, one mile. A good many American sports were present and freely backed Woodside. On the last lap Robb rushed ahead a few feet, but in coming down the rather nasty slope, Robb fell and Woodside crushed atop of him. Woodside's machine was completely wrecked. Robb finished the distance and was declared the winner.

ST. LOUIS WHEEL COMPANY ROAD RACE.

A. M. LEWIS WINS IT.

THE road race from Manchester to Vandwerter avenue, a distance of eighteen miles, given by the St. Louis Wheel Company came off Saturday, May 5th. The day was perfect, and fully 5000 people witnessed the race at the finish and other points.

The start was made at 4.45 P. M. with the men placed as follows: Scratch, Alex M. Lewis, E. A. Smith, E. N. Sanders; handicap, 30 seconds, W. D. Sheriff; 1m. 30 seconds, Geo. N. Tivey, Jno. Hodgen; 2m., Richard Hurck, Frank Mehlig, Hy Mayo; 3m. 30 s.

Hy Oellein; 4m., Jno. Koen, H. E. Eames. The officers of the race were: Starters, Geo. W. Baker, L. C. Stone; judges, timers, and handicapers: A. K. Steward, L. Gordon, Walter Wylie.

The scratch men picked up nearly all the handicapped ones on Solomon's hill, but could not shake them off until near Bartolds. The Manchester road was in fine condition, except small macadamized stretches which caused several bad headers. The scratch men rode pretty well bunched until Cheltenham was reached, where Smith took a header, and a few minutes afterwards Sanders was run into by his pacemaker, A. L. Jordan. Sanders was pretty badly shaken up by the fall, and from this on was practically out of the race. The race was won by Alex M. Lewis in 1h. 7m. 53s. which is very good time. E. A. Smith finished second in 1. 07. 26 seconds. Richard Hurck third in 1. 08. 44 seconds. Frank Mehlig fourth in 1. 09. 23 seconds, and then came E. N. Sanders in 1. 10. 01. Jno. Koen, George Tivey, H. E. Eames, finishing in the order named, and the balance came in straggling. Both the first and second men are members of the Missouri Club and were greeted with rousing cheers as they crossed the tape. Both Lewis and Smith broke the existing record to the pump. Dick Hurck's riding was a surprise to everybody. Much sympathy was expressed for Ed. Sanders, and he certainly would have finished near the front but for his accident. Sanders also bitterly complained of the way his club mates (Cycle club) took care of him. He did not get anything to drink for 10 miles, and all he got then was two small sips of tea. As a matter, of course, there is now joy in the Missouri's camp, and Lewis and Smith will be banqueted next Saturday. Sanders is not satisfied that he was beaten and wants another race arranged between him and Lewis. Too much cannot be said in praise of the St. Louis Wheel Co for their great liberality in putting up the valuable prizes, and for making the affair the success it was All the arrangements were perfect, but the police who were promised to keep the avenue clear, but failed to arrive. LINNEUS.

THAT GREAT RIDE OF THE SAN FRANCISCO CLUB.

Editor Bicycling World: The various accounts of trips out in this "wild West" to which your readers have been subjected, have been as amusing to some of us as they doubtless were to you.

The accounts certainly contain both extremes as to time. I alluded to that 26-mile spin of the San Francisco Bicycle Club in 1 hour 25 minutes, and the ride around the Bay of Mr. Bliss in about 16 hours, I think it was.

You are doubtless in the predicament of not knowing whether we are "tortoises," "flyers from away back," or else "—— liars." Of course we don't for a minute suppose you could think of Mr. Bliss in the latter terms, as his statement is undoubtedly true, but on questioning one of the "San Francisco" men he condescended to modify the time and said it might be 1 hour and 30 minutes. "Ceasar's ghost," but I don't blame your bringing the time in question when you consider that Elwell, the fastest man on the coast today, took 1 hour and 38 minutes to ride a 25-mile RACE; the "San Francisco's didn't have in a team, I admit, but a year ago Larzelere, their flyer, couldn't beat Elwell. A year might make vast improvements (but let me weep for these poor misguided creatures.)

I consider myself a good average rider, and didn't credit the San Francisco's time. I went over the same course and it took me 2 hours 15 minutes. I admit I didn't go at a break-neck pace, but if I was a betting man or a professional I'd be willing to go a little pile that there are not seven men in the San Francisco Club that could have stuck to me those 56 miles. I had two companions, both good riders. We started from San Francisco and made San Jose at 12.30, after getting off the track and making an extra 6 miles.

We left San Jose at 1.30, and reached the city at 8, having completed the trip in 12 hours 25 minutes. This was a very easy pace, and the distance could be traversed in an hour faster ordinarily, as we had a gale from San Jose, 50 miles. We made about 100 miles. And how Mr. Bliss could put in more time I fail to see. An ordinary rider ought to go around the Bay in twelve hours, a scorcher in ten hours, but a San Francisco would probably do it in from six to seven. We haven't got such a thing as a "club liar" out here, the club members go it individually it seems, and evidently it's a "blooming success." Fraternally, "1874."

THE BICYCLE PATENT CASES.

THE following communication has been received from the Pope Mfg. Co. with request for publication:

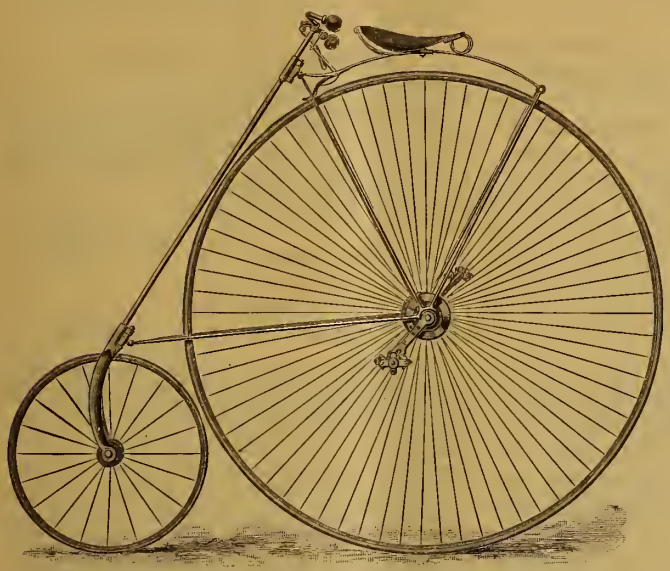
"A fuller and more correct report of the decision of the Circuit Court in Chicago, on Monday of this week, develops considerable interest not only for the bicycle trade, but also for all who own patents and have license contracts relating to them. The decision was in five suits in equity, begun a little over a year ago, in the Circuit Court for the Northern district of Illinois, by the Pope Manufacturing Co., manufacturers in the East of Columbia bicycles, against the Gormully & Jeffery Manufacturing Co., manufacturers in Chicago of the Champion bicycles. These five suits were tried together and were practically two suits, one for the enforcement of a contract, and the other to restrain infringement of certain patents. The evidence filled two large octavo volumes of about 500 pages each, and included about 100 exhibits besides. The hearing of the cases occupied four days at the end of January last, and they were ably argued by Hon. L. L. Coburn of Chicago for the complainants, and Hon. B. F. Thurston of Providence for the defendants.

The contract suit was based on a written agreement of license between the Pope Mfg. Co. and R. P. Gormully, made in 1884. By this, and by two previous licenses made in 1883 by the same parties, Gormully was licensed under certain patents to make certain sizes, style, and construction of bicycles known in the trade as Ideal and Champion bicycles, upon the payment of certain royalties and the observances of certain stipulations. By the contract of 1884 it was expressly stipulated, as part of the consideration for granting the license, that the licensee admitted the validity of the patents licensed under, and of certain other patents used in higher grade machines, and admitted that certain specific devices therein referred to and described, contained the inventions of those patents, and were covered thereby, and that the licensee should not make those devices that were not included in the license at all in any machines during the term of the patents which covered them. Subsequently Mr. Gormully formed a partnership and afterwards a corporation, of which he and his partner remained managers and owners. They made only the licensed machines up to the spring of 1886, paying royalties and observing the conditions of the licenses. They then commenced to manufacture and sell what have since become known as Champion bicycles, including the devices which they had agreed they would not make, in addition to the other line of machines. There was and has been no controversy about the other line of machines, but only about the new machines containing the new devices, which the Pope Mfg. Co. invoked the aid of the Court in equity to restrain. The Court has now decided that the complainants construction of the contract was correct, but that the restraining clauses would work a hardship upon the defendants if they were enforced; and therefore dismissed the bill. Perhaps a certain tendency in the decisions of Western courts may be traced in this by comparing it with the fact that the same court had previously sustained similar contracts and enforced them by injunction in two cases at least, one being the case of the Pope Mfg. Co. against Jeffery, in which the final decree was entered in 1885, and the other the case of the Pope Mfg. Co. against St. Nicholas Toy Co., decided in 1886, and under which, besides injunction, sixteen thousand dollars damages were recovered.

The patents involved in the patent suit decided last Monday were seven in number: the Peters and the Wallace patents, relating to adjustable anti-friction or ball bearings, used in most high grade bicycles, and the Shire, Veeder and Kirkpatrick patents, used in the 'hammock' saddles now so generally on such machines, being the principal ones. These patents are among the leading ones in bicycle construction, and all the makers, importers and dealers in these machines have recognized the validity and scope of these patents, and are doing business by license under them, the particular forms in which they are made varying somewhat, of course. Only two of these patents had been litigated before. The court has now decided that the Shire, Wallace and Kirkpatrick patents are void for want of novelty as to the particular claims under which the defendants are sued, and that the defendants do not infringe the other patents.

Thus the decision was a most sweeping one in favor of the defendants on every one of the many points of contract, estoppel, infringement and validity. As might be expected the complainants' counsel at once prayed for an appeal on every point in each of the cases to the Supreme Court of the United States, and the appeals have been allowed. This does not, therefore mark the end of the bicycle litigation which has become so vigorous; for not only will the decision of the Supreme Court be waited for but the Pope Mfg. Co. have two other suits pending, in which the bearing and saddle patents are involved; and of course the courts may not take the same view of them in other circuits. This is the first defeat the Pope Mfg. Co. has had, and as it has acquired a reputation for success in maintaining its patent rights almost as much as it has for the success of its Columbia Bicycles, it is not likely to let the matter rest without further and still more vigorous litigation. As several recent instances have shown, the Oleaginous Seed case amongst others, that patentees defeated in the Circuit Courts frequently find their redress and some times hundreds of thousands of dollars damages after appeal to the Supreme Court, it is not likely that the bicycle trade will be much disturbed by this decision until the final resource has been exhausted. The case under notice may, however, lead our Eastern parties controlling patents to be wary in making license contracts, especially in the West."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE EAGLE BICYCLE.

We present to our readers a cut of one of the latest things in wheels. It is the production of Mr. L. B. Gaylor of Stamford, Conn. The machine will be put upon the market this summer by the Eagle Bicycle Mfg. Co. of Stamford. A study of cut will show it to be practically an ordinary crank machine reversed. The machine will be built by one of the best manufacturers in the country, and will be strictly first-class in every way. Ball bearings all round. The prices will be about $125 to $135, according to size, finish, etc. In a letter describing the machine, Mr. Gaylor says: "It is in fact a rear-driving safety with cranks acting direct on the axle of the rear wheel without chains, levers, or extra friction of any kind. It can be ridden very rapidly, and as far as we have been able to test it has excelled the ordinary in speed. We ride it with ease up and down banks and over curbs and gutters that would be impossible on the ordinary. In hill climbing it is fully equal to any crank machine, and in coasting there is no safety, no matter how low, that will ride down a steeper grade than the Eagle."

Mr. Gaylor further says that the pattern and details of machine are practically settled, though there may be some minor changes in handles and pedals. Any further particulars or information in regard to the Eagle will be cheerfully given on addressing Mr. L. B. Gaylor, Stamford, Conn.

A CALL ON THE BUTCHER CYCLOMETER CO.

We dropped in to see Mr. Butcher, of the Butcher Cyclometer Co., the other day; we at once proceeded to interview the gentlemen as to the state of the cyclometer trade. In reply to our query as to how business was, Mr. Butcher replied: "Excellent. We have started on a new track, that is the furnishing cyclometers for safeties. As we are the only house that can furnish these safety cyclometers, the demand on our resources is very great. Not only are our individual orders very large, but most all the manufacturers and large dealers are placing big orders with us to furnish this new form of cyclometer." We observed to Mr. Butcher that we should make a note of this fact and let our readers know it. "By the way," continued Mr. Butcher, "I want to quote to you the wording of my patent dated June 16, 1883. It reads as follows: '* * a cyclometer having a dial plate, with holes for figures showing through plate in combination with index hand.' I notice that the 'Excelsior,' gotten out originally by F. Jenkins, and now manufactured by Gormully & Jeffery, has these features on which I hold exclusive patents." Mr. Butcher then produced a letter written by a man who lives within 1500 miles of the city of Boston. This modest youth stated in the letter that he had used the Butcher cyclometers for three years, and that through some unstated cause he was unable to make the screws hold that held the cyclometer together, hence frequent droppings of said cyclometer, and one drop was so disastrous that a horse car ran over it, and of course the cyclometer got the worst of it. The diffident chap said that he returned the remains (we saw them) and he *would be satisfied if the Butcher Co. would return him a new one, free of cost!!!* (italics ours). Now we submit that the Butcher people should have sent a man specially to X—— to keep those screws in tight. We suggested that the diffident youth be invited on to Boston free of expense, and told to help himself. We profoundly admire this gentleman's quiet and sublime assurance. We feel sure that he cannot see anything out of the way in his modest (?) request!!!

We left Mr. Butcher, feeling glad that the boom had not forgotten to strike this firm, and that the year's business. so far, was all that could be desired.

A new candidate for wheelmen's notice is the "National" bicycle manufactured by the St. Nicolas Manufacturing Company of Chicago, and just introduced in the market by this firm. It has direct spokes, ball-bearings all around, ball pedals, cow horn handle-bar, and sells for $105.

The Springfield Roadster is getting to be a familiar type upon the roads about Boston. It is being pushed energetically, both by those who sell it and those who ride it, especially the latter.

W. A. Rhodes last week, on a 52-pound Springfield Roadster, made a quarter mile at the reservoir in 32 seconds. Rhodes will pedal the Springfield Roadster during the coming season. The *Wheel* gives it that Berlo got away with Rhodes at the reservoir last week. This is not so. Every time that Rhodes and Berlo *started even* on the quarter mark Rhodes dusted him. It was only when Rhodes had been riding the *whole circle* at speed, Berlo waiting for him at the quarter-mile mark, that Berlo was able to lead Billy home. Not a very fair test. Berlo cannot hold Rhodes on an even race for any distance.

We saw at W. B. Everett & Co.'s an excellent stand for those who own rear-driving safeties. It is specially made as a ready means of supporting rear-driving safeties, an important feature being also introduced in the arrangement for locking the machine to the stand. This is done by means of the clip, which is hinged, and falling over the rim of the wheel is locked, thus preventing the machine from being removed. We were delighted to hear from Mr. Wm. L. Ross, the United States manager for the Singer cycles, that the sales this year exceed anything ever before experienced by this firm. Up to April 30, 1888, the increase is 65 per cent. over sales up to same time last year, "and we are still on the increase," said Mr. Ross.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,
UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

Dues for first year, $1.00. After first year, 75 cents per annum.

Membership application blanks and any required information on club matters can be obtained by applying as above and *enclosing a stamped addressed envelope for reply.*

Renewal Notice.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

Applications for Membership.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Mills, Jr., Thos., Red Jacket, Mich.
Tucker, W. R., 1150 Delaware ave., Philadelphia, Pa.
Atwater, Geo. S., 1206 Pa. ave., Washington, D. C.
Barrington, H. W., 1531 Edmondoon ave., Baltimore, Md.
Brauns, F. L., 1735 McCullough st., Baltimore, Md.
Barnes, H. S., University Club, Madison square, N. Y. City.
Clotworthy, F. M., 1511 McCullough st., Baltimore, Md.
Kelso, Geo. R., 1205 Linden ave., Baltimore, Md.
Pratt, F. Alcott, 3 Somerset st., Boston, Mass.
Small, Chas. H., 501 N. Front st., Harrisburg, Pa.
Warrington, L., 1133 N. Gilmor st., Baltimore, Md.
Menns, W. V., Everett, Mass.
Pigman, J. R., 417 Elm st., Cincinnati, O.
Rogers, Prof. Allen E., State College, Orono, Me.
Norton, Chas. B., 87 Main st., Conneaut, Ohio.
Parks, Edgar O., N. P. R. R. shops, St. Paul, Minn.
Haber, Louis L., 641 Broadway, N. Y. City.
Bliss, Joseph J., 228 Phelan Bldg., Market st., San Francisco, Cal.
Allerton, Jr., O. H., 202 Shady ave., Pittsburg, Pa.
Blodgett, F. C., 30 Seitz block, Detroit, Mich.
Bigelow, S. L., 25 Little's block, Cambridge, Mass.
Coombe, W. E., 210 So. 15th st., Omaha, Neb.
Cook, Geo. D., 17 W. 3d st., Williamsport, Pa.
Colker, J. E., 475 Market st., Williamsport, Pa.
Elwell, F. A., 152 Pearl st., Portland, Me.
Eisenbrandt, C. R., 424 E. Baltimore st., Baltimore, Md.
Eder, J. F., 50 Willow st., Williamsport, Pa.
Forsman, H., 910 W. 4th st., " "
Higgins, H. S., 140 Franklin st., Portland, Me.
Hassenforder, P. L., Taunton, Mass.
Hagerty, G., 1111 W. Lanville st., Baltimore, Md.
Lindsay, T. J., 1238 W. Lanville st., " "
Loane, Jr., E. D., 110 W. Lexington st., " "
Mealy, W. H., Catasauqua, Pa.
Metzger, W. E. 8 Witherell st., Detroit, Mich.
Norton, A. B., 280 W. 4th st., Cincinnati, O.
Otto, F. R., 3th and William sts., Williamsport, Pa.
Rhoads, J. G., 213 W. 4th st., Williamsport, Pa.
Small, J. E., 327 E. Market st., York, Pa.
Snyder, A. F. Tachighton, Pa.
Steuber, S. C., 333 W. 4th st., Williamsport, Pa.
Waring, E. J., Crescent st., Plainfield, N. J.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

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VICE PRESIDENT.—H. W. Hayes, 103 State St. Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 55th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

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TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

WITHIN a few days League members will receive a circular from the uniform contractors, giving all the particulars regarding the uniform, directions for self-measurement, etc.

REPRESENTATIVE ROBERT HOLM of the Missouri Division has prepared a "recruiting" circular, which sets forth the advantages of League membership, and urges riders of the wheel to unite themselves with the organization. It will be sent to every non-League man in the State, and we do not doubt it will prove an effective agent.

CYCLERS who ride on sidewalks do not meet with favor in Newton, Mass., for the blue-coated official pounces upon them, and they are required to contribute of their wealth to the county treasury. None but butterfly riders would object to such roads as Newton gives us, and it is well that the law brushes the down from their wings. Not all the road hogs drive horses.

WILL the tricycle be abandoned by the masculine for the dwarf safety and the feminine alone ride the three-wheeler? Such a state of things was prognosticated to us the other day by a dealer, who furthermore said that his firm had never made a dollar on tricycles. It is not to be doubted that the dwarf safety is coming in with a rush, but it will be a long day before gentlemen give up altogether the machine that requires one to sit still and pedal without thinking of the balance.

THE Massachusetts Divison is to have a spring meeting. The announcement brings to mind a former event of this kind. Date and place for the meeting were fixed upon, and as there was a dinner to be provided those who were to be of the party were requested to notify the the committee. Seventy-five notifications were received, but the committee knew that many would impose upon them and attend without sending notice and so they ordered dinner for one hundred and fifty. The day arrived and three hundred and fifty men reported. Result, hunger and complaint. The committee was condemned for the laches of the members. Moral, when you to such a meet are going, spare not the postal.

THE Chief Consul of Kentucky writes as follows: "We wheelmen out here in 'Old Kentuck' are glad to enjoy the privilege of using the roads without having a liberty bill to protect us. I believe we can defeat all bills that are introduced to injure us, but at the same time I believe we would not stand the least chance of passing a liberty bill. In the defeat of these bills we always work secretly so as not to arouse the horsemen and get them up in arms against us. I like to see these bills introduced, as it stirs up all the wheelmen and makes them work together."

I WANT to say right here that I cannot see how any members of the League, who have attended the "meets," can say that they do not get their money's worth out of the League. If it did not give us a better standing while touring (and I know it does), a good road-book, a good weekly paper, a "jolly good fellowship," better rates at hotels, on cars and on steamboats, protection and better laws, I would not begrudge a dollar for the fun alone at a meet. A young fellow from Washington, touring through here, told me that almost every fellow he questioned through New York State asked him the first thing if he had a road-book, and that had he not been a member of the League he would not have been received by many of the clubs. —*Correspondent Wheel.*

Call for Constitutional Convention.

Notice is hereby given to all members of the League of American Wheelmen that the conditions mentioned in Art. V. of the constitution have been complied with; and that at the date and place of coming annual meeting, there will be held a constitutional convention for the consideration of the report of the Committee on Re-organization, which report was presented to the Board at its meeting in New York in March, and by that body referred to a constitutional convention for consideration.

T. J. KIRKPATRICK, President.

Massachusetts Spring Meet.

To all Cycling Clubs in Massachusetts:

The Committee on Spring Meet desire to communicate with every cycling club in this State, and for this purpose request the officers and members of clubs to see that a postal is sent to the undersigned with the name and location of club and the addresses of president, secretary and captain.

Will you kindly comply at once with this request?

Address WM. H. EMERY, M. D.,
1177 Tremont street, Boston.

Boston, May 3, 1888.

Guide Posts.

To the members of the Massachusetts Division, L. A. W.:

The Committee on Guide Posts desiring to obtain the greatest benefit possible for wheelmen from the recently enacted law, which reads as follows: "And *shall* erect and maintain such guide posts at such forks or intersections of such highways and other ways as lead to adjoining towns and cities," would request wheelmen noticing a non-compliance with this law to at once notify Dr. Wm. H. Emery, 1177 Tremont street, Boston, stating where guide posts should be and what directions should be thereon. Your committee will then communicate with the town or city, and cause such guide post to be erected. Next to good roads guide posts are most important to wheelmen, and if you comply with this request, another season will see us enjoying the full benefits of the law, and more than compensate you for notifying the committee.

WM. H. EMERY,
J. S. DEAN,
C. S. HOWARD, } Committee.

Maryland Appointment.

The Arlington House is hereby appointed League Hotel at Arlington, Md. Rates on presentation of membership ticket, $2.00 per day, or 50 cents per meal and lodging. A. E. MEALY, Chief Consul.

Baltimore, May 1, 1888.

One Mile Championships.

In accordance with precedent I have this day awarded the following National Championships to the Maryland Division to be run at the National Meet. The one mile Bicycle and the one mile Tricycle.

Yours fraternally, GERRY JONES,
Chairman Racing Board.

Illinois Appointment.

Dunlap Hotel, Jacksonville, Ill., is hereby appointed L. A. W. Hotel. Regular rates $2.50; to L. A. W. $2.00. N. H. VAN SICKLEN, C. C.

Championship Assignments.

The Racing Board have made the following assignments of Championship races:

The five mile Bicycle race to California Division.

The two mile Bicycle race to Long Island Wheelmen at Brooklyn.

The one-half mile Bicycle race to New Castle Bicycle Club at New Castle, Pa. GERRY JONES,
Chairman Racing Board.

Racing Board Appointment.

A. E. Mealy, Baltimore, Md., Chief Consul for Maryland, is hereby appointed a member of the Racing Board, and will at once assume the duties of said office. T. J. KIRKPATRICK,
President.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 138—Total 122—9508.

BOSTON, May 11, 1888.

CALIFORNIA DIVISION—1—334.

Unattached.

18726 Hodgkins, W. M., 2625 Sacramento st., San Francisco.

CONNECTICUT DIVISION—4—403.

Unattached.

18690 Downes, M. A., Birmingham.
18671 Rainville, C. F., Danielsonville.
18672 Williams, Burdett L., 836 Main st., Hartford.
18670 Parmalee, Henry D., 140 College st., New Haven.

ILLINOIS DIVISION—10—535.

Æolus Cycling Club.

18740 Freeman, H. J., 34 Le Moyne st., Chicago.

Grayville Bi. Club.

18736 Mathews, T. J., Grayville.
18737 Prunty, R. S., "
18738 Ronalds, S. P., "
18739 Speck, Chas. F., "

Jacksonville Wheelmen.

18708 Black, Arthur D., Jacksonville.
18709 McDonald, Edw. M., "

Unattached.

18741 Toppan W. R., 138 Jackson st., Chicago.
18692 McDonough, Henry, 245 Lovell st., Elgin.
18691 Crowell, Loyal T., Maroa.

IOWA DIVISION—1—120.

Unattached.

18727 Parker, W. S., Prairie City.

MAINE DIVISION—3—110.

York Co. Wheelmen.

18653 Johnson, Walter I., Biddeford.
18655 Norton, W. H., "
18654 White, A. Tenney, "

MARYLAND DIVISION—6—327.

Baltimore Cycle.

18673 Rhodes, C. W., 1707 Lafayette ave., Baltimore.
18652 Stansbury, James C., 710 W. Gilmore st., "

Unattached.

18710 Brauns, F. L., Box 177, "
18674 Doederlein, Ludwig, H. F. Atkinson & Co., Baltimore.
18711 Herring, Thomas R., 1725 Jefferson st., "
18745 West, Erasmus, Jr., 1917 Park ave., "

MASSACHUSETTS DIVISION—15—1072.

Chelsea Ramblers.

18694 Pratt, Walter L., 59 Walnut st., Chelsea.

Everett Wheel Club.

18746 Beers, Albert, Everett.

No. Adams Wheelmen.

18648 Formhals, Henry, No. Adams.

Unattached.

18712 Cade, Geo. L., 4 A. Allston st., Boston.
18649 Clement, Geo. W., 1 Greenville st., "
18714 Lenoir, F. J., 96 Court st., "
18715 Riggs, Harry O., 4 A. Allston st., "
18651 Wilbar, Albert C., Box 297, Bridgewater.
18730 Dunbar, Jesse W., 7 Brooks place, Medford.
18693 Ireland, Harry C., "
18713 Englehart, A. J., Northampton.
18709 Hutchinson, Henry P., L. Box 90, Peabody.
18728 Hobson, Alfred J., Whitinsville
18729 Rowbottom, Geo., "
18650 Philbrick, W. V., M. D., 478 Southbridge, Worcester.

MICHIGAN DIVISION—1—216.

Unattached.

18675 Steketer, Daniel C., 292 Fountain st., Grand Rapids.

MINNESOTA DIVISION—5—97.

Minneapolis Bi. Club.

18747 Blethen, Alden J. Jr., 216 10th st., S. Minneapolis.
18748 Bowers, Fred F., 103 20th ave., " "
18749 Buckmann, A. M., 1425 Vine place, "
18731 Savage, E. A., 211 1-2 Nicollet ave. Minneapolis
18750 Stacy, C. L., 252 Hennepin ave., "

MISSOURI DIVISION—4—291.

Missouri Bi. Club.

18751 Lawinn, Albert W., 3411 Morgan st., St. Louis.

Unattached.

18752 Massey, Alex., 3831 Finney ave., "
18716 Mayburry, C. S., 12 S. 15th st., "
18753 Shields, Fred B., 3145 Washington ave., "

NEBRASKA DIVISION—2—83.

Unattached.

18742 Spofford, Frank S., Kearney.
18743 Morrison, Frank H., "

NEW HAMPSHIRE DIVISION—1—92.

Unattached.

18695 Corson, E. H., Rochester.

NEW JERSEY DIVISION—14—608.

Elizabeth Wheelmen.

18719 Doe, Thos. A., Elizabeth.
18717 Glazebrook, Rev. Otis A., "
18718 Oberly, Rev. H. H., "

Rutherford Whelmen.

18656 Oakley, Alfred, Jr., Rutherford

Trenton Wheelmen.

18699 Brouse, Allen, 11 W. State st., Trenton.
18698 Hancock, W. Edgar, 115 Greenwood ave., "
18697 Kelsey, Clifford C., 347 Perry st., "
18696 Crozer, Wm. M., 521 E. State st., "

Unattached.

18732 Meyer, Victor F., 181 Grant ave., Jersey City.
18701 Davis, Elias, Mt. Ephraim.
18658 Swain, Chas. S., Newark
18657 Aycrigg, B. Arthur, Passaic Bride.
18700 Clarke, Warren E., Passaic.
18744 Jackson, Chas. E., 709 E. 18th st., Patterson.

NEW YORK DIVISION—20—2024.

Auburn Cycle Club.

18733 Lane, Delmar C., 501 1-2 N. Division st., Auburn.

Cortland Co. Cyclers.

18702 Cowan, J. H., Cortland.

Manhattan Bi. Club.

18676 Learning, W. R. B., 19 New st., New York City.
18677 Fischel, R. H., 216 West 44th st., "

Riverside Wheelmen.

18755 Alexander, Robert C., 501 5th ave., "

Troy Bi. Club.

18663 Cridge, E. L., Troy
18659 Demerr, W. H., "
18661 Fringe, F. A., "
18662 Faler, F. S., "
18660 Salisbury, H. C., "

Waiontha Bi. Club.

18754 Cole, S. F., Richfield Springs.
18678 Kinne, August, "

Unattached.

18756 Cameron, E. H., Binghamton.
18681 Liddle, Fred., 414 Eagle st., Buffalo.
18720 Hudson, Dr. F. R., Hoosick Falls.
18664 Stones, Chas. J., Middleton.
18722 Hobbs, Thos., Victoria Hotel, New York City.
18721 Blythe, Parker B., Box 40, Wappingers Falls.
18669 Jansen, J. A., Wallkill.
18680 Kidd, Albert N., "

OHIO DIVISION—17—770.

Gallipolis Cycle Club.

18757 Aleshire, Henry O., Gallipolis.
18758 Butterfield, James, "
18759 Gatewood, E. E., "
18760 Jones, D. W., "
18761 Knapp, Girard, "
18762 McClellan, Lewis, "
18763 Moore, Frank M., "
18764 Olmsted, Cassius Clay, "
18765 Reifsnyder, M. Allen, Box 519, "
18766 Small, C. H., "
18767 Wheaton, W. G., "

Wellington Bi. Club.

18686 Palmer, Alden R., Wellington.

Unattached.

18682 Harris, H. F., Bucyrus.
18683 Roehr, W. H., "
18684 Shunk, John, "
18685 Ulmer, Stephan A., "
18723 Mastrick, Seabury C., Oberlin.

PENNSYLVANIA DIVISION—12—1222.

Emporium Bi. Club.

18705 Smith, Dr. S. S., Driftwood.

Honesdale Bi. Club.

18768 Powell, W. B., Honesdale.

Juniata Wheelmen.

18703 Drake, D. Sterret, Huntingdon.
18704 Tehan, McEvilly Wm., "

Keystone Bi. Club.

18725 Harris, John E., Trinity Hall, Washington.

Lanc C. T. C.

18724 Esbenshade, W. R., Leamon Place.

Mountain Wheel Club.

18687 Irwin, Frank F., Philipsburg.

Unattached.

18706 Mitman, H., Bethlehem.
18734 Maltby, C. O., 29 W. Chelten ave., Germantown.
18688 King, Fred R., Smethport.
18665 Price, B. W., Waynesboro'.
18689 Lewis, Ellis S., Box J., York.

RHODE ISLAND DIVISION—4—205.

Unattached.

18666 Atwood, Chas. H., 13 Pallas st., Providence.
18667 Harriman, Rev. N. H., 34 Wood st., "
18668 Shaw, Edward H., 140 Gano st., "
18669 Tyler, Chas. B., 273 Washington st., "

VIRGINIA DIVISION—1—81.

Norfolk Cycle Club.

18735 Burruss, Willie C., 100 Freemason st., Norfolk.

WISCONSIN DIVISION—1—79.

Waukesha Wheelmen.

18707 Dunlap, W. P., Waukesha.

l Miners Transportation Company

o will attend the Meet in Baltimore special rates and the most comfortable route.

rsday, June 14th, will arrive in Baltimore Sunday morning.

'. Less than 45, **$20.** Single fare, **$10.** Including meals and staterooms.

:n to ticket holders. Rates to others on Bicycles, $1.00; Tricycles, $2.00.

vance of sailing. For further particulars apply to

E. SMALLEY, Agent, Central Wharf, Boston.

Send *price, lettering*, and state *gold* or *silver* for any

CLUB PINS & BADGES,

You may want, and receive by return mail

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Perfect satisfaction always guaranteed.

JOHN HARRIOTT,

3 Winter Street, Boston, Mass.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich, April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand. S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for *hill climbing* there is *no comparison*, the *latter being far superior* to the *former*, but for ordinary *level* road riding, one is perhaps as good as the other, and *both are far better* than any *other form*.
J. E. SEARLES.

HORNELLSVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all. R. M. PRANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way. E. G. BILLINGS.

ELMIRA, N. Y., April, 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made. C. M. JONES.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing. HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars *too never hurt the fingers* in stiff

WITHIN a few days League ... will receive a circular from the uniform contractors, giving all the particulars regarding the uniform, directions for self-measurement, etc.

REPRESENTATIVE ROBERT HOLM of the Missouri Division has prepared a "recruiting" circular, which sets forth the advantages of League membership, and urges riders of the wheel to unite themselves with the organization. It will be sent to every non-League man in the State, and we do not doubt it will prove an effective agent.

CYCLERS who ride on sidewalks do not meet with favor in Newton, Mass., for the blue-coated official pounces upon them, and they are required to contribute of their wealth to the county treasury. None but butterfly riders would object to such roads as dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars. J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel. C. F. L. KINNEOR.

LOUISVILLE, Ky, April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



I WANT to say right here that I cannot see how any members of the League, who have attended the "meets," can say that they do not get their money's worth out of the League. If it did not give us a better standing while touring (and I know it does), a good road-book, a good weekly paper, a "jolly good fellowship," better rates at hotels on cars and on steamboats, protection and better laws, I would not begrudge a dolla for the fun alone at a meet. A young fellow from Washington, touring through here, tol me that almost every fellow he questione through New York State asked him the firs thing if he had a road-book, and that had h not been a member of the League he would not have been received by many of the clubs.
—*Correspondent Wheel.*

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them. J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others. T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with. D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfect'y.
E. A. WODE.

KENOSHA, April 18, 1888.
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHANT.

CINCINNATI April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now. B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once. C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was throughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall *Never* chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me $5.00 or $6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't *those bars* slick?" "Best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could *get* Rams-horn.
J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much J. P.

Known Make of Bicycle.

CHICAGO, ILL.

O, ON APPLICATION.

and 100 Sudbury St., Boston.

Call for Constitutional Convention.

Notice is hereby given to all members of the League of American Wheelmen that the conditions mentioned in Art. V. of the constitution have been complied with; and that at the date and place of coming annual meeting, there will be held a constitutional convention for the con-

Patented Feb. 15, 1887.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

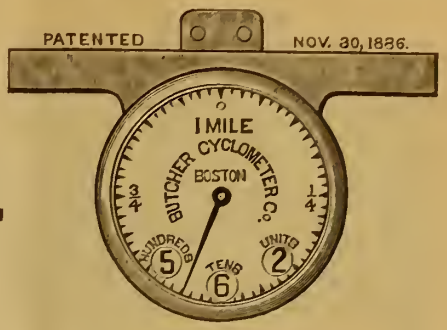
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SEND FOR CIRCULAR TO THE

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Our Spoke Cyclometer.

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Manufactured by the KINGSTON KNITTING CO.,

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Our **Knickerbockers, Knee Tights** and **Full Body Tights** are made in three weights, with special reference to comfort and durability, furnished with re-enforcements, Suspensory Pockets, **Fly Fronts,** and back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market.

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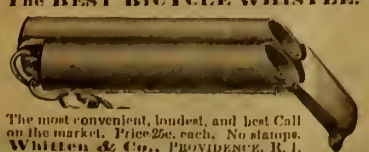
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ONE HUNDRED BICYCLES, SAFETIES, TRICYCLES AND TANDEMS at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters $100, were $150. Ditto Racers $50, were $140. Brand-new Beeston Humber Crippers $160, were $185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from $50 to $100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripper Tricycles from $30 to $125. Rudge Meteor and Beeston Humber Tandems from $65 to $160. Discount to dealers. Write for List, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. JOHNSON, Orange, N. J.

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SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

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Foot Rest,
FOR THE STAR,
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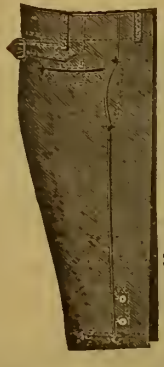
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No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....$2.50



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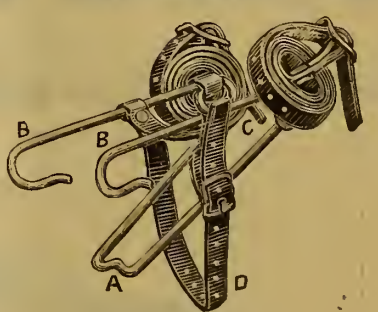
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(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. Discount to the trade.

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SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

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IT IS THE COLUMBIA LIGHT ROADSTER.



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BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
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BOSTON, 18 MAY, 1888.

Volume XVII.
Number 3.

ALL THE WAY

"From Manchester to the Pump!"

* * *

They had a Road Race out at St. Louis the other day, and the result in one respect, at least, was quite what should have been expected. That is, the first two men in—they both started from scratch, by the way—rode

* Victor Bicycles *

They are hard riders, those St Louis boys, and this is what makes St. Louis such a "Victor town"—they must have the strongest machines because they ARE hard riders, they must have the best hill climbers, because that's where the hills live, they WILL have the lightest running machines because they are intelligent riders, and know things. Victors take the road races. Send for catalog, if you don't know all about them.

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In this Department, 15 cents a line. Cash must accompany the order.

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FOR SALE—36-inch Challenge Safety Bicycle, ball bearings, nearly new; has been ridden only ten miles; will sell cheap. Box 75, Antrim, N. H.

FOR SALE—One New American Light Champion Bicycle; balls all around, nickel and enamel finish; 50-inch; cost $120, will sell on approval at $90. Reasons for selling, want a safety. Address R. S. NEVLING, Clearfield, Pa.

FOR SALE—One 48-inch Special Star; ball and roller bearings all around; hollow rims, frames and levers; cow horn bar; spade handles; new machine; cost $150 cash. Was made for road racing. Never used. Will send on approval at $110. Address HARDER'S GUN WORKS, Clearfield, Pa.

FOR SALE—52-inch Victor Light Roadster, pattern of 1887; not ridden over 300 miles; first-class condition. $100 cash. A. B. REID, Clarion, Pa.

BICYCLE MACHINIST DISENGAGED; age 28; has had ten years' experience in England and this country on instructing, estimating on repairs, repairing, &c. Good references, and well known among the leading wheelmen of Brooklyn and New York. Address BICYCLE, 182 8th street, Jersey City, N. J.

FOR SALE CHEAP—59-inch Columbia Light Roadster, standard finish, 1886 pattern; ball bearings all around; cow horn handle bars; Kirkpatrick saddle; in first-class condition. For particulars address Box 2181, Ithaca, N. Y.

FOR SALE—Rudge Crescent Tandem; convertible; balls all around; Townsend saddles, Lakin cyclometer; A1 order. Cheap for cash. E. O. HATCH, 49 North Market street, Boston.

QUADRANT TRICYCLE—Latest pattern, front steerer, light and in perfect order. One of the best Quadrants ever imported. Price $115. A complete photo. outfit thrown in. Address X., care Bi. World office.

LOOK. A Rudge convertible sociable; balls all around. Cost $260. In good shape, for $90. C. T. SWITZER, Philipsburg, Pa.

BARGAIN—48-inch Star, 1885 pattern; cow-horn bars, spade handles. $60 takes it. Address R. W. S., care Geo. D. Hazard, Room 83, Equitable Building.

$110. New Mail, brand new; never ridden. We cannot duplicate this wheel, and we shall never have another such bargain. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem, correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

FOR SALE.—58 inch Expert Columbia Bicycle, full nickeled cow horn bars, double grip handles, balls all round; machine only one year old, good as new, hardly worn except the tires; price, $95.00. Will ship with privilege of examination. Address, Box 548, Columbia, Pa. Reason for selling, machine too large.

FOR SALE A *genuine* Humber Tandem; convertible; bought of L. H. Johnson of Orange, N. J., condition excellent. Also a Butcher's best hub cyclometer, and excellent tricycle lantern, fitted to the tandem. Rear seat for 54 inch rider. Address League Number 101, P. O. Box 33, Jamaica Plain, Mass.

FOR SALE at half-price, a full nickel Special Star, 51-inch; first-class condition. Write to A. M. WELCH, Bainbridge, N. Y.

56-INCH EXPERT, pattern 1885, "D" finish, all ball bearings, cow horn handle-bars, grip handles, with King of the Road nickeled hub lamp, Church cyclometer and bell, all in good condition. Price for all, $90. Address Rev. SYLVANUS STALL, Lancaster, Pa.

WANTED—42-inch Pony Star, in good condition. F. A. TREADWELL, Box 656, Albany, N. Y.

FOR SALE—Excelsior Safety Bicycle; used only part of a season; ball bearings; folding handle-bar. Price very low. Apply, J. S. F., 905 Main street, Cambridge, Mass.

To the Editor Bicycling World:

There's an advertisement in the last issue of your journal that says Wanamaker & Brown make the best regulation uniforms for Bicyclers.

Who are Wanamaker & Brown?

Inquire in Philadelphia.
Inquire in Chicago.
Inquire in St. Louis.
Inquire in Pittsburg.
Inquire in Louisville.
Inquire in Washington.
Inquire of some of our 600 agents.

We do the largest retail cloth ing business in the country. We have only one plank in our platform: Reliable Clothing at the Least Prices.

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Isn't Uniform Clothing a little harder to make?

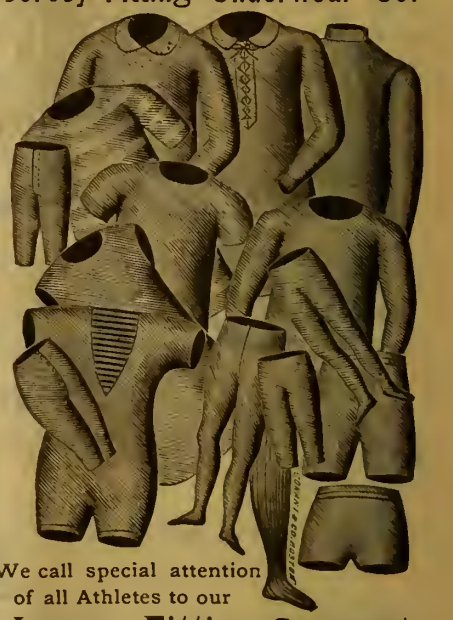
It couldn't be harder to make bicycling uniforms than railroad uniforms, military uniforms, band uniforms. Ask the largest and best companies in the country how Wanamaker & Brown do their work? Not a branch of our business is doubling itself faster than that of uniform making.

Besides, the National Association says we make the Best Bicycling Uniform. They gave the contract for goodness and doing it for less money.

Send your orders along.

WANAMAKER & BROWN,
Philadelphia.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

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Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

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Please mention this paper.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE $1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

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THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

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Genesee Co.. - - Le Roy, N. Y.

Discount to the trade. Mention this paper.

Race Meeting

—OF THE—

Long Island Wheelmen

—AT—

Brooklyn Athletic Club Track,

De Kalb and Classon Avenues, Brooklyn,

—ON—

SATURDAY, June 2d, at 3.30 P. M.

Events:

1. One mile novice.
2. One mile club handicap.
3. One mile handicap—open.
4. Two mile L. A. W. National Championship.
5. Two mile club championship.
6. Two mile team race—three men each team.
7. Three mile handicap—open.
8. One mile consolation.

Gold medal to first, silver medal to second—except in team race. Prize, silk banner to team, and gold medal to first man.

Entrance fee 50c. $2 for Club Team.

☞ Entries close with LOUIS H. WISE, at L. I. W. Club House, Brooklyn, Saturday, May 26.

Connecticut Road Book,

BY

Charles G. Huntington,

Now Ready.

This work contains the most comprehensive county road maps of CONNECTICUT and WESTCHESTER CO., N. Y., ever issued in pocket form, showing every road open to public travel, *with all reported cycling roads clearly designated and classified according to quality and grade.*

These maps are on heavy bond paper, folding in book form into a handsome leather cover, made in pocket-book style, with flap.

Twenty-four pages of reading matter include chapters on Connecticut Roads in general; Connecticut Road Law; Through Routes; Hotels; Index to Maps, etc.

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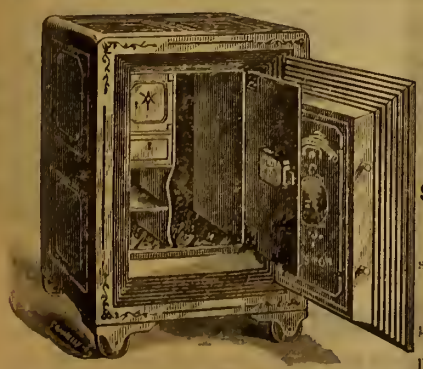
ANKLE ACTION

(See L. A. W. *Bulletin* Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price $7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

☞ Correspondence solicited.

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Every garment sold in our establishment is manufactured by us, in our own work shops, and particular attention is given to workmanship and style.

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FOR 1888.

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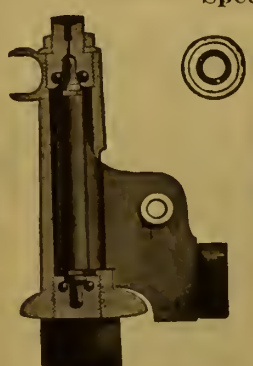
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The New Mail is having a remarkable demand.

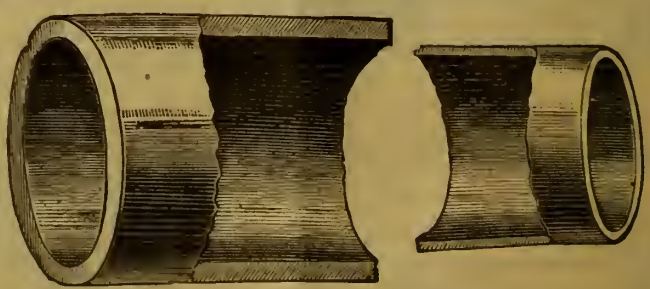
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To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

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BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 18 MAY, 1888.

WE print elsewhere an appeal from Mr. A. G. Fisher, of New Haven, Conn., for aid to carry through the scheme of a cycle path from New Haven to New York, and we hope that the idea will take concrete form, that in the near future we may have the pleasure of chronicling it success. Mr. Fisher calls for aid from New York and Bridgeport. Will the riders of these two cities please respond?

OUR good friend of the *Bicycling News* is more than ever confident that Rowe and his claimed records are not as have been represented. We suppose there is no law preventing *Bi. News* from expressing an opinion. We have from time to time tried to show our British cousins how entirely wrong they were in the attitude they persist in maintaining that the officials and principals in those great achievements were either knaves or fools. All the talk in Christendom, we are afraid, will not change the position of the *News* on this question. Statements from what we consider reliable source seem to have no effect, *News* simply turns round and tells us in so many words that we lie, or that we are fools. These are not charges that we relish. The fact that Rowe has been so easily disposed of by Howell is no argument that the Springfield records are bogus. It is very seldom that records are broken in a race, all these performances being done with only Father Time as a competitor. We must admit that *Bi. News* has treated all the visiting Americans with consideration and courtesy, but on the matter of these Springfield records the *News* is unreasonable and insulting.

JUST about four weeks from the date of this issue the Baltimore meet will be in full blast. We are pleased to notice that the indications point to a very large gathering. Certainly the Baltimore cyclists deserve to have the affair a success, they have given their time to it, and not only their time but they have put their hands down deep into their pockets, and furnished the wherewithal to pay for the entertainment of their visitors. From this time on, the readers should scan the news colums and the Official column of this paper, for the information of those contemplating a trip to Baltimore. It certainly should not be missed by any member who can make it convenient to go. We hope the Transportation Committee, and in fact all the committees will make it their business to give us all the facts and information at their command. Next issue we shall devote much space to Baltimore, and what is to be seen there.

IOWA L. A. W. DIVISION MEET.

ON the 29th and 30th of May the Iowa Division will hold their annual meet. Below we give the programme:

Tuesday, May 29. Morning—Arrivals; afternoon, Board meeting and special runs; evening, lantern parade; banquet.

Wednesday, May 30. 8.30 A. M., street parade; 9.30 A. M., run to Waterloo (7 miles) return for dinner; 2.00 P. M., races; evening, general good time, as may be suggested.

Races—Half mile race, best two in three—First prize, pair Victor pedals, given by the Overman Wheel Co., Boston; second prize, Lillibridge Saddle, given by the G. & J. Mfg. Co., Chicago. One mile race, best two in three—First prize, Lakin cyclometer, given by the Pope Mfg. Co., Boston; second prize, nickled Champion lamp, given by G. & J. Mfg. Co., Chicago. Two mile race, one heat—First prize, Excelsior cyclometer, given by G. & J. Mfg. Co., Chicago; second prize, enameled lamp. Half mile race for Cedar Falls Wheelmen—First prize, Butcher hub cyclometer, given by Springfield Roadster Co; second prize, pair of spade handles. All entries must be in before 12 o'clock Wednesday. Hotel rates $1.50 per day, (regular rates $2.00,) at Commercial and Burr's Hotels. One and one-third fare on all railroads in the state, subject to conditions as follows:

The passenger pays full fare on going to the meet, and secures a certificate at same time from the railroad agents. This certificate, on being signed by the proper official at the meet, becomes authority for sale of return ticket of same road at one-third fare. When several lines are traversed by the cyclist, he must get a separate certificate from agent of each separate road.

CYCLERS, ATTENTION.

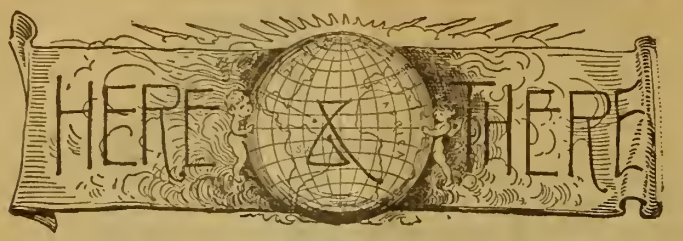
THE PROPOSED PATH FROM NEW HAVEN TO NEW YORK.

IT gives us great pleasure to give space to the following letter and appeal from Mr. A. G. Fisher of New Haven, setting forth the proposed scheme of a cinder path from New Haven to New York City. He writes: "We have progressed as follows—we have started a subscription paper, and mean business; so, if the construction of such a path is a possibility, we shall have the path. I have been in correspondence with the builders of the only paths of this character in the country, Mr. Copeland of Binghamton, N. Y., and Mr. Ford of Holyoke, Mass. They both think the plan feasible, and though they both live in other states, they generously contribute toward the venture, an example I hope others will follow no matter what section of the country they may live in.

We propose to build the path three feet wide on the highway, and to be near the fence. We shall only build such a path where the road is not good. The average cost per mile for building will be about $50, with $25 additional per mile for cinder dressing. We earnestly appeal to all wheelmen, and especially those of Connecticut and New York City to put their names on our subscription paper. All who desire to help along the good cause by substantial aid of money, and all who desire further information should address me as below. We want to hear from some good men at the New York City end, who will take hold of the scheme in that city and work it. A good round sum ought to be raised there, as it would open up a country for seventy miles in a direction that is now practically closed to them. We also want help from Bridgepoat, Conn. Will some wheelmen please volunteer to take hold there?

Yours truly, A. G. FISHER,
27 Lyon street, New Haven, Conn.

[Will Mr. Fisher please keep us posted as to expected route, amounts of subsciption, places where he needs help, etc., as we wish to do all we can to further this scheme.—ED.]



NEW JERSEY NOTES.

"RATCHET."

THE musical and literary entertainment given by the Elizabeth Wheelmen, 10 May, was one of the most thoroughly enjoyable affairs ever engineered by the club. The "take" of the evening was J. S. Burdett, the famous humorist, whose rare phunnicisms kept the audience in a continuous smiling humor. Mr. E. F. Potter opened the entertainment with a piano solo, and also furnished accompaniments for the singers. A soprano duet by Mrs. G. Carleton Brown and Mrs. H. C. Meeker, was beautifully sung. Mrs. Meeker also treated the audience to a fine rendition of one of Gounod's charming sons. Dr. Brown was to have played a flute obligato but was unable to do so on account of an accident to his instrument. Remaks were made by the Reverends O. A. Glazebrook and H. H. Oberly, both of whom are members of the club. After the exercises refreshments were served.

NEWARK will be well represented in the run of the combined clubs to the League meet.

THE cycling club of the Y. M. C. A. will run to Elizabeth Saturday (19th); Orange Valley, 21st; Caldwell, 24th; and Roseville, 26th.

A TWO-MILE bicycle race, handicap, will be one of the features of the games of the Staten Island Athletic Club at West New Brighton, 2 June.

ALL the teams for the road race are expected to be on the inter-club course this week, and in a few days some idea may be formed of the chances for a winning team.

DURING the past month $948.56 have been expended on the Orange roads for repairs. This leaves $6,824.84 still in the Street Committee's hands. Gas lamps will soon be put up through Freeman street, from Tompkins street to the Valley Road.

THE newly organized bowling team of the Hudson County Wheelmen won a decided victory in the first of a series of games with the team of the Harlem Wheelmen at Mott Haven, 9 May. The scores were, Hudson County Wheelmen, total 1385; Harlem Wheelmen, total 1475.

WEST ORANGE has appointed a Street Commissioner at a salary of $500 per year. The office will be filled by Mr. George Robinson, a gentleman who is not only posted on good roads and how to make them, but is also a firm believer in the fact that good roads are essential to the welfare of a town.

THE Orange Wanderers will not take part in the run of the combined clubs which starts from Newark for Baltimore, but will follow their own schedule, which calls for a start from their club house at 4 A. M., June 16, for a "century run" to Trenton, Philadelphia, Fairmount Park and out on the Lancaster pike.

THE team of four who will represent the Elizabeth Wheelmen in the road race, have not as yet been chosen, but will be selected from Caldwell, Bonnett, Gilbert, Pennell, Decker and Berry. Caldwell is doing excellent work, and his friends will not be surprised to see him finish way up among the leaders. Bonnett and Pennell are both riding faster this year than ever before, and the same is to be said of Gilbert.

ON Sunday (6th) a member of the Brooklyn Bi. Club, whose name I could not learn, received a bad throw on the "Mile Hill" on the upper end of the inter-club course. He was coasting, and his wheel striking a stone, he was thrown with terrible force on the Telford. He was taken to the South Orange Hotel, and after his injuries were attended to his friends started for home with him in a carriage. I have made every effort to find out the name of the unfortunate rider and the extent of his injuries, but have been unsuccessful. Can't "Wing-Foot" set our minds at ease.

THE Orange *Chronicle* says: "There is some danger that the cycling track at Roseville may be seriously injured. The Orange and Roseville athletic clubs are considering the advisability of covering it with cinders. Expert track makers give the opinion that cinders will not bind on the track unless it is entirely picked up and rolled, which would involve great expense. The cost of keeping the track in good shape would be only the wages of a care-taker, at say, $10 per week for the season of four months, a total of $175. The Orange Wanderers are trying to get enough assistance from outside sources to keep the track in shape. About forty of the active members of the Orange Athletic Club are wheelmen, while only a comparatively few are field sportsmen."

BUFFALO.

"MERCURY."

THE New York State Improvement Association promises to become a most important organization, and its object should meet with the encouragement of everyhody. Apropos of road .improvement: A meeting of South Buffalo citizens was held an evening last week for the purpose of considering the advisability of improving the Abbotts' Corners plank road. This is one of the most important roads leading out of the city, and every means should be used in keeping it in a ridable condition.

THE Buffalos expect to have a large party to take the century run to Erie, Pa., Decoration Day.

THE Niagara Park bill is in great danger of being thrown over for lack of attention. This bill ought to interest the N. Y. S. I. Association, and cause them to lend a helping hand. Now then, all together!

THE Ramblers have had their moving day and are now quartered in their new rooms. A donation party is talked of, which may take place in the near future. The boys are ready to receive all donations; from a pin cushion to a club house and lot. Their first weekly club run was held last Wednesday and was largely attended.

ANOTHER bicycle club has made its appearance; they'll soon be as thick as flies in the summer time, which is all wrong. The two older clubs ought to be strengthened first, before any steps are taken to form another. There are about one thousand wheelmen in the city, enough for a half a dozen clubs, still, only one-quarter of them are club members. But, wait for the tournament, then see them fall in line.

ST. LOUIS.

"LINNEUS."

THE stealing of bicycles has gotten to be a frequent occurrence here of late, and no wheel which is left out doors unlocked for any length of time is safe. The St. Louis Wheel Co. have had two wheels stolen within the past month. One of these wheels was rented to Mr. K. H. Wade, who left it in front of the Y. M. C. A. building, and when he came out it was gone. Until last Saturday no trace of it could be found, and it was then in the possession of a person who proved he had purchased it from an individual living on the South side. Percy Stone, Wade and others at once repaired to his residence and had him arrested, and the St. Louis Wheel Co. promise to make an example of him. The charge is grand larceny, and he will probably get the law's limits.

THE past month has been an unusually dry one in this locality, and the roads were very dry and rutty.

CONSUL IRWIN, of Louisiana, writes that wheeling is on a boom in his town, and that he expects to have a club formed there before the season closes.

JACK ROGERS, editor of the *American Wheelman*, has been seriously ill, having just come through a severe spell of malarial fever. This will account for the non-appearance of the *Wheelman* to date.

ARTHUR YOUNG, the once toughest of the toughs, is now rarely seen outside of the limits of Forest Park, where he employs most of his spare time in teaching some new converts the elements of bicycling. The only one of the old gang who keeps up his riding is Lindell Gordon.

BY the time this reaches your readers, the Sunday School festival at the fair grounds will have taken place, and the bicycle races under the management of Messrs. Brewster and Stone will also have taken place. I hope this will prove th. entering wedge for removing the embargo now enforced against wheelmen by the fair grounds management.

REPRESENTATIVE CAMERON, of St. Joe, has remitted Secretary-Treasurer Lewis a neat sum for the League fund. Consul Barney, of Joplin, sent in six hundred dollars as a contribution from the Joplin wheelmen. If any of the local wheelmen who wish to con-

tribute have not got the time to deliver their contributions, will drop a postal to Chief Consul Brewster, the amount will be called for.

The Cycle Club's lease expired May 1, and the club has not as yet found other quarters. The rooms on the Chestnut street side of the Natatorium will be utilized for other purposes, and they will surely have to vacate their present rooms in a short while. President Lucas stated that the committee had about settled on a house on Chestnut street near where the Ramblers had their quarters two years ago. This is about as good a location as it is possible to get, being within one block of the asphaltum on Pine street.

The Missouri Division pamphlet has been distributed among all the unattached riders so far as known. Wheelmen who know of any riders eligible to membership who have not yet joined the League will confer a favor by sending their names and addresses to Robt. Holm, care of Anheuser-Busch B. A., so that a pamphlet can be mailed them. The pamphlets have also been placed at Simmon's, Meacham's and the St. Louis Wheel Co., and also at the Missouri and Cycle Clubs If every present League member made it his business to secure one new member, our membership list would soon be where it ought to be.

TERRE HAUTE NOTES.

"HICKS."

Everything in the cycling line now at this burg centers on our coming race meet, which takes place on Decoration Day. The programme of twelve races which has been arranged will, it is expected, bring all the "Hoosier Hustlers" here, and a great time is expected. The Crawfordsville scorchers will be here in force but will have to watch their laurels.

Last Tuesday the Terre Haute Bicycle Club moved into its new quarters 317 1-2 Main street.

I imagine I hear a howl rise up among Terre Haute wheelmen when the next World-Bulletin comes to hand. Every man will say, probably, "I wonder who is this chestnut who signs himself 'Hicks.'"

Mr. J. J. Jackson last week obtained a patent on his double-instantaneous-process-lightning-canine exterminator for dinkey men. Particulars can be had by dropping the genial Jacob a postal, giving your name and address on it.

A little bird (genus sparrow) told me this morning that our genial President and ex-Captain has been appointed Chief Consul for Hoosier-dom. Well, "Texas Jay," old man, I congratulate you, and hope you will make the position an honor to yourself, and a credit to the L. A. W.

One of the oddities or freaks I might say of this city in the cycle line is a big brawny son of Etheopia who rides an American Star. When he rides he always carries with him a pole about sixteen feet long to "keep off the daugs," as he states. He uses it much as a slack wire performer would, and he has the pole mount down to perfection. He is looked upon as a mascot, and one of the "coming men."

The Terre Haute Bi. Club lays claim to the largest of hustlers in the country. First comes Ed Hulman, six feet 2 inches high, weighs 185 pounds. Edward has quite an enviable record as a stayer. Last year he entered fourteen races, and carried off first in every one of them. He is perhaps the fastest man in Indiana. Next in size comes Meissel, the 58 Victor man. He is a novice as yet, but great things are expected of him, as he has proven himself to be a cocker. Mike is six feet four inches high, and weighs 180 pounds. Last but not least comes "little Eddie" Smith. Edward is six feet five inches tall, and weighs 202 pounds. He has done nothing extraordinary as yet, but will bear some watching. Now show us your big men. Who can beat this team in size? Don't all speak at once.

PITTSBURG and VICINITY.

"DUQUESNE."

All wheelmen will regret to learn that Tony Newell's road-house on Forbes street has been turned over to a club, and the general public have to forego the pleasure of sampling "Tony's" good things.

The *East End Bulletin* has started its wheel column again, and those who wish to get all the local news in a nut shell, should not fail to take it.

Go down in your pocket for the benefit of the new cycling and Athletic Association. Even if you do not race give for the good of the sport in general.

Would like to see some good men come out of the East and participate in the New Castle races. An elegant four-lap track and good prizes are scarce. Come out every one, and partake of New Castle's hospitality.

At the present rate of progression the new bicycle track will not be completed before mid-summer. The trouble is that two or three men have all the work on their shoulders, and the rest stand round and look at them. Every one should give it a lift.

The inane vaporings of a common place mediocrity do not reply to *facts*. L. A. W. 8261 now takes up the cudgel for Mr. Coffin. The whole question is, did I make a misstatement when I said that he bent his pedal pins? In answer I would again say that he did, and it can be proved by men who were with him when it happened.

Would like to see Banker and Schwartz come together in a one-mile race. Each man thinks he can knock the other out in one round, and I'll back the pair to do more blowing than any two men of their size in the country. If the New Castle boys would get up a special race for the two, to be run off at their July 4 race meet, I think they would both enter; neither could very well back out, after talking so much.

The East End *Bulletin* says: "'Duquesne,' in the Bicycling World last week, chronicles the fact of W. D. Banker riding Hazelwood hill with one dismount, as a remarkable feat. As will be seen by reference to last week's *Bulletin*, Wilbur Wright frequently climbs the hill in question, and does not consider it anything of a pull, either." In reply, would say that I did not "chronicle it as a remarkable feat," but merely gave publicity to Banker's claim, which was that he could ride the hill and that it was tough.

Away down in Sewickley they tell of a new rider who is a phenomenon. It is said that as he came down the big Sewickley creek hill a small colored boy caught the coiled saddle-spring and swung himself on to the step, whereupon the novice pulled out the throttle and carried the boy to the foot of sand hill (three miles) at such speed that he could not get off. It must truly have been a soul-harrowing scene to have watched the novice sweep majestically down Fair Oaks hill at such a gait, with the blanched face of the terrified ethiopian peeping over his shoulder.

LONG ISLAND NOTES.

"WING-FOOT."

The management of the Queens Athletic Club offers one gold, one silver and one bronze medal for the best and second and third best records for one mile, made on their track, on any Saturday from May 2nd to June 16th, inclusive, between three o'clock and sunset; open to all amateurs; trials unlimited; L. A. W. rules.

Why don't the New York City Clubs send in some names for our great century run June 16th?

The Kings County Wheelmen will hold a race meet on the 23d of June at the grounds of the B. A. A.

The death is announced, on the 9th inst., of Mr. A. T. Powell, formerly First Lieutenant of the L. I. W.

A one-mile bicycle race is down as one of the events at the coming athletic meeting of the Brooklyn Athletic Association, May 23d.

Mr. E. H. Corson, editor of the *Star Advocate*, was the first to send his name as a recruit, outside the original seventeen clubs, in the great century run.

The Kings County Wheelmen's team for the interstate road race on Decoration Day will be, T. J. Hall, Jr., H. J. Hall, Jr., L. Wilson and W. C. Marion. Substitutes, Valentine and Morehead.

The great amateur athletic meeting of the Rockaway Hunt Club takes place Saturday afternoon, the 12th, at their grounds at Cedarhurst, L. I. All the well-known amateurs about New York are entered as competitors, and although there are no bicycle races, there will, no doubt, be a large attendance of wheelmen, as the roads to the course are A1. Cedarhurst is reached by way of the Hempstead turnpike, turning South at Onderdonk's Corners, to the town of Laurence.

The twenty-mile road race of the Brooklyn Bicycle Club was run off on the Irvington-Milburn course, on Saturday afternoon last. There were 5 starters—Schoefer, Waters, Borland, Todd and Spelman, and they finished in the order named. Schoefer finished with a good lead, with Waters and Borland close together. Time, 1h. 16 min. The prizes, in addition to giving the two leaders places on the club on Decoration Day, were a gold medal to the first and a silver medal to the second.

THE race meeting of the Long Island Wheelmen will be held on the afternoon of Saturday, June 2nd, at the grounds of the Brooklyn Athletic Association. The list of events includes a one-mile novice, open; one-mile handicap, open; two-mile team, open, three men; two-mile L. A. W. national championship; three-mile handicap, open; one-mile club handicap; two-mile Long Island Wheelmen club championship; and a one-mile consolation race. Entries, fifty cents per man, to L. H. Wise, 1281 Bedford avenue, Brooklyn. See advertisement.

NEW ENGLAND.

THE Waltham (Mass.) cyclers are breaking through the crust and coming out to bask in the warm suhshine of a late spring.

"THE JOTTIST."

A. W. Hale, of that town, has challenged Victor Keuhne, of the same place, for a twenty-mile race for $50 a side. The Waltham Ramblers will hold some road races on Decoration Day; a 12 1-2-mile, a 5-mile, and a race once round the "McCurdy course." Anyone desiring to compete can communicate with M. H. Gilbert, H. Duddleton, Jr., or U. E. Sawyer, all of Waltham.

THE Cambridge (Mass.) Club have just completed a new wheel-room.

MERIDEN WHEEL CLUB are perfecting arrangements to hold a race meeting this season.

THE Cambridgeport Bicycle Club will attend the Massachusetts Division Meet in a body.

THE Hyde Park Ramblers are lonely; they would like to have that return shoot with the Warren Wheel Club.

THE roads between Middletown and Hartford, Conn., are in a very bad condition owing to the recent heavy rains.

THE Springfield Club celebrated its seventh anniversary last week Tuesday. Ducker has gone alas, but the club still lives.

LYNN says: "W. A. Rowe working in a shoe factory all winter, Dick Howell training on the path." *That* is "how it happened."

THE Northampton (Mass.) Wheel Club have extended an invitation to the Greenfield Club to visit them and dine with them at the "Norwood."

NEXT Sunday, the 20th, the Cambridgeport Club will hold their first century run of the season. Providence will be the turning objective point.

THE Cambridge Club desire to form a base ball nine, and will meet any other ambitious wheel club nine on the diamond in a friendly whacking match.

MR. and Mrs. F. M. Linnell, of Roxbury, sail for England on the Umbria from New York on the 26th. They will make a tandem tour in England and on the continent.

THE Hyde Park Ramblers would like to play some bicycle club a game of base ball at the meet, Decoration Day, the Dorchesters preferred. Address, P. O. Box 1045, Hyde Park, Mass.

THE Middletown (Conn) wheel club held their second annual dinner at the McDonough House, Middletown, May 1st. Preceding the dinner, the annual meeting and election took place.

THE Jaimaica Plain (Mass.) Cycle Club desire to foster an interest in club runs, and so it offers a medal to the member who attends the largest number of club runs during the coming season.

THE Providence party to visit Boston next week, will be the guests of Capt. Kendall of the Boston Club. Capt. Kendall will also be a guest of the Providence party—an exchange of courtesies!

THE Connecticut Division of the L. A. W. is probably not suffering from any misgivings as to the success of its road book venture. More than half the first edition was sold within three days after it was placed on the market, and a second edition was ordered within a week.

MEMORIAL DAY will be celebrated by the Cambridge Club in a tally-ho run to Blue Hill, Milton. Actives on cycles, non-riders on the coach. A great many of the Cambridge Club men will, however, attend the Massachusetts Division meet at Riverside, L. A. W. Vice President Hayes being a member of that club.

WHEN the North Shore tourists were in Salem last fall, they spent an evening at the theatre and saw a play that was dramatized from Rider Haggard's "Dawn." The same play written and produced by a string company, will be produced at the Hollis Street Theatre, on Monday, May 28, and Manager Atkinson has invited the tourists to attend, a privilege which nearly all will avail themselves of.

PROVIDENCE (R. I.) wheelmen will visit this city next Monday. They will "rail it" to Hyde Park, there take wheel and do the suburbs of Dedham, Waltham and the Newtons. Dinner at the Clarendon on Tremont street; theatre party in the evening, and then home on the 11 P. M. train. Providence always does these kind of trips up brown.

THE Cambridgeport (Mass.) Club men cannot be called "butterflies," a little rain, more or less, does not deter them from starting on a club run if it has been called. After the tremendous rain of a week ago one would think that their Sunday run would have been abandoned. Not a bit of it, the few good and true started, and they aver that after the city limits were passed and country roads were reached the roads were fine, and we take their *word* for it.

WHAT a pleasant way to go to Baltimore by water! Yes, for New England members we cannot conceive of a nicer way to go; no dust, no heat, and no seasickness(???). Never mind if you are a bit off your feed-for a day or so, it will do you good, and you can get even on lost meals when you arrive at Baltimore. All of the above is a sort of an introduction to the fact that the Merchants and Miners Transportation steamers will carry you to and from Baltimore at reduced rates. See their advertisement on page 57.

THE route for the New Haven (Conn.) Bicycle Club's five-mile road race on Memorial Day will be over the East Haven and Morris Cove roads, and will extend from the boundary post beyond the Four Corners to the East Haven church, thence by the cross road to the Forbes house, and up the Cove road to the Four Corners. The finish will be near the Woodward schoolhouse. Several entries have been made, the date of the closing of entries being May 19.

MR. GEORGE B. THAYER, of Hartford, Conn., the gentleman who wrote "Pedal and Path," a book giving his experience of how he crossed the Continent and back on a bicycle, will sail for Europe June 9th. Two members of the Connecticut Club will accompany him. They will do Great Britain and then cross the Channel and wheel it over France, Germany and Switzerland. We wish we could join that party. Mr. Thayer is just the sort of a man we should like to tour with.

LAST Saturday we had our plans all fixed for a good day's outing, and a nice, light semi-racing trike was impatiently waiting for us to "mount and away." Alas, Jupiter Pluvius put a stop to our sweet schemes. Ye shades! how it *did* rain. Our mind involuntarily turned to the probabilities of the want of an ark, and we began to wonder for how long a time we could swim. We are pleased to say a second deluge has been averted, and old Sol comes out smiling and warm to cheer our dampened ardor.

THE Hartford (Conn.) Wheel Club met last week and decided on the advisability of holding a tournament next fall. It is impossible now to say whether the tournament shall be for one or two days, as the dates of the Charter Oak Association's fall races are yet undetermined, and it is desired to follow these dates as closely as possible. From present indications, however, the dates may be September 12 and 13. Among the attractions will be the one-mile professional championship of America. If desired, the club may name three State championship races, viz., one mile, two miles and five miles. At least one of these events will occur, and possibly all.

NEWS AND COMMENT.

THE Irish *Cyclist and Athlete* seems to think we ought to be "sorry we spoke" and named W. A. Rowe as a winner over Howell. Why, forsooth should we be sorry? We backed him because we believed in him, and because we had a pride in our own man. We are sorry he is beaten but we are not "sorry we spoke." We think these series of races have proved that some men can ride like demons vs. time, but when they meet men of flesh, blood and pluck, whom they fear, the speed oozes right out of them. We are charitable enough to hope that Rowe will still regain his lost prestige when he regains his form.

AS a whole, the British press is very fair with Rowe in treating on his recent defeats.

WE hope Rowe will show up to the front in his coming race with English on June 2d, at North Shields, England.

THE cycling map of Westchester Co., in the Connecticut Road Book will be of great practical value to New Yorkers, and also to New Englanders touring towards the Metropolis.

A WRITER informs us that the safety boom has struck Springfield, Ill., as fully 75 per cent. of the wheels sold are of the rear driving type.

IMPORTANT TO

Every American Rider and Dealer.

NOTICE.

79 FRANKLIN ST., BOSTON,
February 15, 1887.

Gentlemen—We are advised that the machines known as "American Champion" Bicycles infringe certain letters-patent of ours, and as they are both made and sold without license from us, we have commenced suits against the makers.

We beg to notify you that the sale or use of said Bicycles by any other party is ALSO infringement, and that we shall take such legal proceedings as we may be advised by our counsel to take for the protection of our rights and the suppression of infringements, wherever such infringements occur. Yours truly, THE POPE MFG. CO.

This circular was issued for the purpose of intimidating riders from buying our machines, and agents from selling them.

We now beg to inform riders and dealers that there is NO DANGER, as Judges Gresham and Blodgett, of the United States Circuit Court for the Northern District of Illinois on April 30, 1888, decreed that NONE of the goods manufactured by us infringed ANY of their patents. We might further say that all our machines are manufactured under our own letters-patent, which have not yet been proved invalid.

Now that the horizon is clear so far as we are concerned, we shall be happy to furnish our entire line at short notice, as we are working over time and can do so. Our handsomely illustrated 64-page catalogue mailed on application.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.

CHICAGO, ILL.

THE MARLBORO
CLUB
Tandem.

—:o:—

The Swift
SAFETY.

—:o:—

Send for Catalogue.



THE MOST
Popular Tandem
MADE.

—:o:—

THE MARLBORO
CLUB
Tricycle.

—:o:—

Send for Catalogue.

THE COVENTRY MACHINISTS CO., Ld., 239 Columbus Ave.,
BOSTON, MASS.



INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

"APOLLO LIGHT ROADSTER." 50-inch, $130.
Highest grade Wheel made; Ball Head; Spade Handles; Detachable Bar.

"CHALLENGE" ROADSTER. 50-inch, $100.
The best machine ever built for the money, including Spade Handles and Detachable Bar.

'CHALLENGE" ROADSTER NO. 2. 50-inch, $75.
A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. $135.
Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY. $60.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

"MINIATURE" TRICYCLE. $70.
30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

"S. S. S." TRICYCLES.
No. 1. For Gentlemen.....$175
No. 2. For Ladies or Gentlemen..... 175
(The above furnished with "Singer's Patent Axle and Bridge.")
No. 3. For Ladies or Gentlemen..... 160

SPECIAL "S. S. S." TRICYCLE. $185.
30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman

"S. S. S." TANDEM. $250.
Steered by either rider.

"TRAVELLER" TANDEM. $235.
40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRICYCLE. $195
The only practical Hand Power Tricycle for Invalids.

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

THE Racing Board have awarded the half-mile National Championship to the Newcastle, (Pa.) club to be decided at their race meeting on July 4th.

HALSTEAD and Wells, of the Philadelphia (Pa.) Club, have invested in a racing tandem, on which they propose to show the way to the fast double men this season.

THE Veloce Club, of Bordeaux, France, will hold an exhibition of cycles and accessories, to last one week, from May 26 to June 4th. We believe this is the first thing of the kind ever attempted in France.

NEW YORKERS are much surprised at the defeat of Halsted by Schwartz, of Reading, Pa., at the meeting in Wilmington held last week Thursday. The time, 3.06 1-2, does not indicate that it was a "cut-loose" race.

PHILADELPHIANS are happy over the fact that a fine Telford pavement is to be built from their city to Media, Deleware County. Bids for the work have already been awarded, and the work will be pushed to the utmost.

OUR manufacturers may not have to go to England for their steel tubing hereafter, as we understand that a firm backed by New England capital has started a factory in Findley, O., to produce steel tubing under the Kellogg patents. The concern will have a capital of $4,000,000.

THE mileage of the New York Bicycle Club foots up 6068 since the 1st. of January to 1st. May. The total mileage for month of April is 4220 miles. M. M. Marshall stands at the head for April, with a record of 644 miles for that month. Edel Genovese has ridden 1000 since the 1st. January.

JOHN A. WELLS has been doing some good work on Ford's Hill. He having broken the record and climbed that eminence 6 times without a dismount. This feat ought to raise his climbing abilities in the eyes of Mr. Greenwood. Will Mr. Wells please give us the grade and length of Ford's Hill?

THE first bicycle road race ever held in Southern California took place Saturday, April 28. The route was from Pasadena to Monrovia and return, a distance of 18 miles. The race was won by C. H. Andrews on an Expert, in the fair time of 1h. 15min. Mr. A. L. Atkins officiated as one of the judges.

THE country between Portland, Ore., and San Francisco, Cal., a distance of some 700 miles, is about to be traversed on bicycles for the first time, by Messrs. W. W. Daniel and D. Cushman, of Tacoma. They go via Mount Shasta, through a section unsurpassed for beautiful and wild scenery.

THE Lancaster, Pa., Bicycle Club will hold the races Saturday, June 9th. The programme is a good one, and includes the 1-2 mile Pa. Div. L. A. W. championship. Entrees close June 6. Entry fee 50 cents, returnable to starters. Address, C. H. Obrieter, Sec., Lancaster, Pa. Wheelmen are cordially invited.

DICK HOWELL is put down by an exchange as being in his 25th year. Our reference book states he was born March 18, 1868. We think both are wrong. Certainly Howell is over 21 years of age, and we think he is over thirty. Our record book should probably read he was born March 18, 1858. Will some English paper please give us correct age?

J. FRED. MIDGELEY, of the Springfield Bicycle Co., met with a nasty accident at Wilmington the other day. A hammer used by the athletes in throwing, was picked up by a careless man, and in throwing it, it hit Midgeley on the shoulder, causing a most painful bruise, cracking the shoulder bone, and of course, spoiling his chances in the races that were to follow next day.

THE *Scottish Cyclist* gets back at us hard on the "Lines on W. A. Rowe," published in a late issue of the WORLD. We quote part of the reply:

"Since th' above few lines were written,
Billy Rowe,
By Dick you again have been smitten;
It's no go.
After all the brag and bluster,
If more pace you cannot muster,
Why we'll back *our* fillibuster,
'Lummie,' 'gainst Rowe."

It is well to explain that "Lummie" above alluded to is Lumsden, the Scotch professional champion.

"THE interference case of Jeffery vs. Copeland, No. 12,250, was decided on the 8th inst. in favor of Copeland. This was one case in the series of the suits between the Pope Manufacturing Company and Gormully & Jeffery, where the latter tried to break down the former's Copeland patent on a double steering head adjustment for bicycles, and is of considerable importance as sustaining that patent."—*Herald.*

THE GORMULLY & JEFFERY MFG. CO, CHICAGO, ILL.

Gentlemen—After considerable delay, the four 1888 Light Champions arrived all O. K. (four beauties). The customers are delighted. The two 50-inch machines were severely tested yesterday over thirty-three miles of the roughest roads imaginable; they were simply fearful. One continuous bump from the time we left our paved streets until we arrived on the paved streets of Springfield, our destination point. However, not a spoke, screw or nut became loose during the entire journey. Yours truly,

(Signed) McDONALD BROS.

Jacksonville, Ill., April 30, 1888.

"JACK" DISCOURCES ON THE RIPLEY ROAD, "THE ANGEL," AND BICYCLES AND TANDEMS FOR LADIES.

I HAVE been the recipient of much kindness on the Ripley Road, where I spent about a week pottering about the places of interest. The Angel at Thames Ditton is a very fine old specimen of the old roadside inn, and the hostess, Mrs. Ayres, is as kind and attentive as any woman could be. And the cooking! Why, man, its immense. Good plain food, and lots of it; and to sit down in the little parlor on a Sunday afternoon, and see the fellows dropping in. Good old Larette on his Olympia (which, by the way, he can move) and Mr. and Mrs. Smith on their Invincible tandem, on which they made their records; Harry Swindley, of the *Cyclist*, and Charley Liles and Freddy Cooper, with his dog trotting behind him; then there's Nairn, and Dr. Turner, and Gossett. and Ion Poole, and Langridge, the "butterfly" rider of the North Road Club, and that humorous "cuss," Tommy Moore, always thirsty and smiling, and a dozen or two well-known Ripley Road characters who turn up between the houses nearly every Sunday. And then there's a pretty girl at the "Angel," that seems as good as she's pretty.

Then ten miles down (or up) the road at Ripley the good old sign of the "Anchor" is seen, with Harriet, the hostess, smiling welcome through the little window. Harriet and Ann Dibble remind me very much of the description of Libbie Shiels in Hogg's "*Noctes Ambrosianæ*." The same good-natured faces and kindly attention; Harriet, good soul, is beloved by every wheelman that comes along, and no wonder. The ceiling in the "Anchor" is so low that it is perfectly easy to write your name on it in any place. In one of the parlors, a little red room, is a splendid old fire-place with a chimney seat. On the drapery some wag has, with large brass tacks, ticked out the date "1066," which, of course, is

A MOST ARTISTIC LIE,

but the oak beams in the roof look as if the house was not much under 300 years old. The "Angel" and the "Anchor" are very "wet" places, but a man does not need to make a brewery or a distillery out of himself unless he's built that way.

One night at the "Anchor" I never shall forget. I had retired for the night and was dreaming the happy hours away, when I was awakened from slumber, and two weird figures in *dishabille* came tramping into the room bearing a picture of Little Red Riding Hood. They were laughing in a most extravagant fashion, and asked me if I had ever seen the picture before. A pretty question at one in the morning. Then they let the picture fly, glass and all. Well, you wake a man up and he is naturally very cross, but to be carressed with a glass picture is more than human nature could stand. They made a very rapid exit, and I shut my door and put a chair against it, and sat on the chair. Suddenly down the passage way again comes the foe, this time bearing a large tin sponge-bath, which they thump with much vigor. This they use as a battering ram. Then angry words from my side of the door, and great peals of hideous laughter from the outside; more noise of tin and cat calls. A commercial traveller in an adjoining room was nearly frightened to death, as he thought murder most foul was being perpetrated. All this in the "wee sma' hours." At last, poor

HARRIET, IN SCANT RAIMENT,

comes down the passage and routs the enemy, who flee, leaving the large tin bath behind, and the passage strewn with clothing. One of the attacking party was over fifty, and the other was a young fellow learning farming—both C. T. C. men. Such another night? Not any. Then apologies in the morning *ad nauseum.*

I had the pleasure of seeing a lady in company with a gentleman

on a tandem safety on the Ripley Road a few days ago. Notwithstanding a very deep seated prejudice on my part to seeing a woman seated on a two-wheeler, I must, in all honesty, confess that there was nothing unwomanly in the attitude. On the contrary, she looked very graceful, and they were going at twelve-miles-an-hour pace, with apparently but little exertion. Of course, the hoodlum element would be very much taken with the novelty of a woman on two wheels, and would be apt to make the remarks which characterize the cad who is never pleased unless he airs his ignorance in a tone of voice sufficiently loud to be heard by the subject of his criticism.

I have felt this very acutely when out on a tandem with a lady friend. You cannot say anything to the cads because there is a woman in your charge, and the discussions which would most naturally follow, would be of a nature hardly calculated to elevate, and the cads know this fact only too well. The Cripper tandems seem to be a failure. I think that a trailing tandem is always preferable; but a Cripper single, *always*, with the seat well back from the work, *not over it*.

THE GREATEST MISTAKE I KNOW OF

and which is persisted in to a wonderful extent, is putting a seat directly over the work. You never saw a rider of any consequence who did not sit with his seat well back, on any type of machine. You see in a tandem the great difficulty is to distribute the weights properly. And I have an idea that it is much easier to trail a wheel (in tandems) than to push it. Try your finger on the table; you will find that you can trail it much easier than push it. Well, if there's anything in this idea, then probably the same holds good in regard to wheels.

I've got something good in pedals (for safeties), and when I come back to the States I'm going to surprise you. It is not quite my own idea, but then—

A FEW NOTES TRADEWISE.

We took a flying trip among the Boston trade the other day, and gathered in a few points as to the trade and what they were doing. The first place we struck was

THE POPE MFG. CO.,

and so at No. 79 Franklin street we went right up into the salesroom and there found Mr. Lienhard. He was engaged with a customer at first, so we amused ourselves by inspecting the new Surprise tricycle. We have in a former number described this machine in full, and so now what we need in order to give an intelligent opinion is a trial on the road; we were promised this favor at an early date. It looks as if it would propel easy, and if the steering and steadiness prove all that is claimed for it, it should be a successful machine. The Veloce safety has been already delivered to the tune of some 300, and orders still a'coming. In the 1888 pattern of light roadster the firm have aimed to embody the combined good points of the direct and tangent spoke systems. They claim they have done this, and from our limited mechanical knowledge, we should think they had succeeded admirably. An adjustable step is also a new feature. To remove the trouble arising from the loosening of the set screws of the head, a new system of duplex set screws and interlocking washers has been introduced, practical use has proved that the devise is a success. The sale of tandems is good, and in fact the sale of all their large line is in advance of any season in the history of this pioneer and staunch American house. The capacity for production is large, yet the demand treads close on the heels of supply.

From there we travelled for No. 9 Cornhill, to see the

SPRINGFIELD BI. MFG. CO.,

and the first man we saw there was Mr. Worden, who had just returned from a trip through New England. He starts for Maine next week, and will keep "a-going" till he strikes the Canada line. We learned from Mr. Worden that he had captured the "Union Hill" (Springfield, Mass.) record, having climbed that eminence five times without a dismount, and he wasn't fixed for it, either, as he wore a "plug" hat, an overcoat and long trousers, and for three ascents he carried an enormous cane. The "best previous" was made by that "little demon," Harradon. It is unnecessary to say that this feat places the Springfield Roadster "way up" as a hill climber. A few words with Mr. Yost as to the general run of business, brought forth the remark that their resources were tested to the utmost in order to meet the demand for their wheels. We then tripped along over to

WM. READ & SONS.

We did not find Mr. Read, as that gentleman was up on Beacon Hill, looking after the interests of the Commonwealth. We found Atwell and Porter, and we made the former dance an exagerated Highland fling by stating that we "wanted an Ivel right away." "We have a large consignment on the way," said Mr. A., "but alas it will not fill our orders that we now have, and goodness knows when we *shall* catch up." "How's the New Mail?" we asked. "O. K.," said Mr. Atwell, "we are shipping fast, but, thank goodness, we can fill orders on that wheel, though our sales are crowding our producing capacity pretty close." Just then Mr. Porter came up stairs with a hand full of new orders for Ivels and Mails, and so we left and headed for

THE OVERMAN CO.

There we found Mr. Theo. Rothe in charge of the salesroom, and we had a very pleasant chat on the sport in general and the trade of the Overman Co. in particular. It was the same old story here, "*Cannot* get safeties quick enough!" and even while this sad fact was echoing in our ear two men came in to see if they could get safeties. Mr. Will Overman came to the rescue, and said that if urging, telegraphing and working at the factory day and night would accomplish anything, then something would be accomplished. This is a fact that the factory at Chicopee Falls is whanging away day and night trying to catch up "with the procession" of orders ahead. It is only a step from here to

THE COVENTRY MACHINISTS' CO.,

and so on we went. It is always a pleasure to step into the Coventry store as everything is so ship-shape and nicely kept. A splendid stock of bicycles, tricycles, both double and single greets the eye. Mr. Stevens, the United States manager, came out of his office and we at once began to pump him as to trade. Never since the Coventry Machinists' Co. has been in this country has trade been so good and especially is the demand for safeties (the same old story) and tricycles been rushing. Mr. Stevens was even then superintending the shipment of *one* order for ten Marlboro' Club tricycles. Mr. Hill is in Western New York, and he is booming business for the "Coventry Machinists'" goods in a way they were never before boomed. We were shown the new four-bearing tandem, and a very handsome machine it appeared to be. We were also promised a ride on one of their *special light* Marlboro' tricycles, our impressions of which we shall give. We then stepped into No. 243 to see how

MURRAY AND GORMULLY & JEFFERY

were progressing. Mr. Murray was out of town, but the young man in charge stated that they had disposed of every Light Champion that they had, but that he was hourly expecting notice that a large invoice was waiting for them at the depot. "Our sales have increased greatly since we opened on the avenue, and as soon as we get machines fast enough we will have a splendid trade. We also have quite a number of enquiries for the Rambler rear-driving safety, a shipment of which we hope to get in a few days." So said the salesman, and he further said that the business of hiring promised to be excellent, "if we can only get some good weather." We then made tracks for W. B. Everett & Co. to find out what the

SINGER PEOPLE

had to say. "Come down stairs, and I will show you our enameling oven," said Mr. Ross. We demurred as we had vivid recollections of a certain explosion that took place there last winter. However, we summoned up courage and went down. It is a very inoffensive looking apparatus, but it came near "doing for" Messrs. Ross and Butcher. The oven was full of parts to be baked, and we saw some of the work done which is second to none other. Here again we ran across the oft-told tale of shortage on safeties. "We ordered," said Mr. Ross, "in the winter the same number of safeties that we disposed of *last season*. At this early time, we have not only disposed of as many as during *all* last season, but we have sold *nearly 200* additional. The demand for these wheels is phenomenal. The demand for Apollo bicycles is larger this year by 50 per cent. than it was last; we have never seen such a time, and the future looks just as fair and bright." The stock sold by the home firm since February is over 3000 cycles, but they are able to keep up with the demand on account of large facilities. Large consignments are weekly being received in this country. We had a look at the new S. S. S. tandem, particulars of which appear in another place. We had a few words with Mr. Butcher, of the

BUTCHER CYCLOMETER CO.;

he, however, had nothing to add to what we printed last week.

All within your reach—a Springfield Roadster and a Fish adjustable saddle with tool bag equipped, for $75. Safe against headers, thus making coasting a pleasure, hills easily climbed, long distances without fatigue, in fact more for your money than ever offered by any one; investigate for yourself. **

IN JERSEY CITY.

"Oration Hall." What rider in Newark does not know of this spot. Over four thousand novices have been "turned out" from this famous cycling land mark. On the corner we see the sign Howard A. Smith & Co., and on entering the store we find a large stock of cycles and cycles sundries of every description. Every available inch is utilized, and even we find the ceiling covered with hanging machines. That urbane looking gentleman in the back office, wearing glasses (the gentleman and not the office wears the glasses) is Howard A. Smith, and if he can't "let us in" on all "points" of the trade, no one can.

Mr. Smith is in a communicative mood to-day, and tells us that business is picking up at a lively rate. He has orders for all kind of mounts, to be delivered between now and the first of June. The firm has taken the agency for the Springfield Roadster and the machine is attracting great attention. Speaking of the so-called "safety craze" Mr. Smith said he could not understand where the "craze" came in. "Why," said he, "I don't have two inquiries a week for anything in the 'safety' line." He of course refers to the rear-driving "safety." On the matter of sundries Mr. Smith says that he is doing a slashing trade. He has about two thousand agents handling his goods. An especially big run has been made on his "Standard" glove, made from genuine "buck," reinforced, and fastening *across the back* of the wrist. Adhesive tire tape is so well-known as an essential accessory as to need no recommendation. In the matter of stocking supporters your readers will be able to choose from a large assortment described on page 62, of this issue.

The "Standard" lubricating oil is selling well. The "Newark" enamel is rapidly coming to the front, and is not only used for cycles but is becoming a "household necessity." The best "anti-come-lose" in the market is undoubtedly the "Standard Rubber Cement, put up by this firm. For mending cuts in tires, splicing where it is necessary to reduce the size, and for plugging.

A handy tool is the "Spoke Grip" made and sold by this firm. It fits any size spoke, and, being made from drop steel forging, will last a lifetime. The "Newark" shoe, is the result of three years' experimenting with all kinds of foot-wear, on all kind of machines and roads, in all kinds of weather. It is hand-sewed, carefully lasted, and the stock the finest.

The "Boston" cap is a great favorite, and was originally placed on the market by this firm, and it has been copied by almost every house in the trade. The "Newark" cap is another great favorite, and orders are being received faster than they can be filled. The "Jersey Coat" sold by this firm, is made with a neat-fitting collar, and side pockets, it bears a close resemblance to the regulation cut coat. Mr. Smith states that the firm has secured the sole United States agency for the "Suspensory Pocket Attachment," for riding pants. This pocket does away entirely with the old style suspensory, which those who have worn the suspensory bandage for either comfort or necessity will greatly appreciate. The parts are supported with ease and comfort, without strain, and are carried naturally to one side, out of the way in riding, walking or in gymnasium practice. It isolates the parts from the person and thus avoids sweating and chafing from the movements in walking or riding. There are many points of excellence which will present themselves to the wearer. If a garment with this attachment is once worn, it will not be discarded. The pocket is put in any of the bicycle pants made by the firm at an additional price of 25 cents.

ROAD BOOK OF CONNECTICUT.

Through the courtesy of Mr. C. G. Huntington, the compiler, we have received a copy of this road book. We can say without reserve that the book is really the only practical road book of a complete State ever gotten out. It is a bold departure from the ordinary method of guiding riders by printed directions. It directs the cyclist through the much more satisfactory medium of maps. These maps are drawn to a scale of two and one-half inches to the mile, showing with all ordinary geographical features, every road open to travel; the best available routes are marked in red ink, and the condition and grade of these roads are designated by figures and Roman numerals. Mr. C. G. Huntington, the compiler, has been two years accumulating data in order to present this book for the use of cyclers and horsemen. It should be seen to be appreciated, and we cannot conceive how any rider in Connecticut and New England can afford to be without a copy. We not only predict for this invaluable book a big sale among cyclists, but we think it will be bought and accepted as standard by the public at large. The price to L. A. W. members, $1.00, is ridiculously low considering the work, and the price, $1.50, to the general public ought to insure it a wide sale. As a model road book, we commend the Connecticut Road Book to all those contemplating a venture in this direction. For further information we refer to our advertising columns, and also to Mr. D. J. Post, Drawer 11, Hartford, Conn.

FROM BUFFALO ABOUT THE TOURNAMENT.

The committee appointed to meet Mr. Ducker at the grounds of the International Fair Association, in regard to the building of the new cycle track to be used for the grand international tournament, have met and made arrangements. The work will be begun at once, and it is hoped to have same completed by June 10. The present judges' stand will be torn down and a new one built in its place, only fifty feet further back to allow of the bicycle track coming in between the trotting track and the judge's stand. The track will be built on a dead level, and a half mile in circumference; the ends will be a complete circle of 600 feet in diameter, while the back stretch will be an oval and the home stretch a straight, thus forming what will be, without a doubt, the best track in the world. The width of the track will be fifty feet on the home stretch, and twenty on the back. Buffalo not containing any suitable gravel to build it with, it is proposed to get the gravel out on the line of the Central road some twenty-six miles. The Fair Management say that they want the best or none at all, so there will be nothing left undone to make it the best. A steam roller will be used to roll the track, and a horse will not be allowed on it, or anything that will hurt it for fast racing. Mr. Ducker calculates that it will be nearly five seconds faster than Springfield, on account of its being on a dead level, and setting the fence back from the curb six feet will inspire confidence in the men, who will not fear a fall. Now, if the men who have wanted racing and the racing men themselves only come forward, this will be, without a doubt a grand affair, and one that will set Buffalo ahead of Springfield. Mr. Ducker informs us that the correspondence even now is very large, and shows that there is a great deal of pent up enthusiasm to be let loose the coming season. It is further hoped that the cycle exhibit will largely exceed that only successful one that America has ever held, the one at Boston in 1885, and to that end it behooves the dealers to be getting into shape, as the fair people expect not less than 300,000 visitors. Here is a chance that our dealers cannot afford to lose. The charge for space to them will be nominal, and those wishing any information on this point are advised to write Mr. Ducker at Buffalo, who has guaranteed to see that the bicycle manufacturers and dealers have a show in the grand exhibition. Should the grounds be in shape and the fences built so that a meeting could be held, there will, in all probability, be a "Pony Tournament" held on the Fourth of July. The fences are now all down, and some 600 men at work on the grounds getting them in shape. The buildings are going up as fast as human ingenuity will allow.

WASHINGTON LADIES' CYCLE CLUB.

I trust a few notes chronicling the doings of the lady cyclists' of of Washington will be of interest to your readers, and so I venture to send the following. We have been rather quiet as far as road riding is concerned on account of the horrible condition of the roads and the uncertain weather.

The first week after the blizzard, however, we ventured out on the road, but after riding some three or four miles out of the city we were glad to turn our face homeward, as we found snow still remaining on the cross roads, one of which we took for a short cut. The riders, both "tandem," with a lady on the front, and the "ladies' bicycle" rode over most of these roads, though they were both soft and rough, the lady on the "tandem" never making a dismount, much to the delight of the lady herself and the chagrin of the other feminine riders of the party. Notwithstanding our experiences we arrived home much pleased with our "first road ride of the season," though our shoes and garments showed some traces of walking and evidences of District mud.

Last week two of our members on bicycles took a ride to the Soldiers' Home, all through the beautiful grounds and out into the surrounding country, covering in all some nine or ten miles. Several of our novices after taking in short distances, such as Arlington Heights and other places, ventured out to the famous "Cabin John Bridge" over roads covered for the most part with new metal. It would have been next to impossible for a lady to have ridden a tricycle, as we had to ride single file for miles in just a beaten track not more than ten or twelve inches wide; the other part of the road being so loose and rough as to compel a dismount when we had to cross it. With all the little difficulties this trip was pronounced the jolliest and most pleasant the participants had ever experienced. The distance covered was some twenty miles in all, and the ladies declared they were not as tired as one hour's tricycling would make them, even on our concrete streets.

Our Ladies' Bicycle Club is making good progress, and the riding school is thronged with the fair enthusiastic riders, both day and evening, and we are gaining new recruits daily, having many converts from the tricycle amongst them.

Even with the thermometer up in the nineties, the club's enthu-

siasts took another famous run, accompanied by ex-Captain Smith and his two brothers, to the Great Falls of the Potomac, scoring in this run, records for the W. C. C. lady riders, and also for the "Bicycles," as the roads were but little improved since our opening trip over part of them to the Bridge last week, from the Bridge to the Falls the roads were covered either with loose stone or sand, but all hands rode pluckily through. At a point about two miles beyond the Bridge we stopped near a pretty brook and partook of an excellent lunch, that the ladies had wisely provided to meet the extra demands on our appetites, which their road experience has taught them, would be made before we reached our destination. The viands having been demolished, and after enjoying the delicious breeze from the river for an hour or more, we resumed our ride, arriving at the Great Falls at 3 P. M. Cooling drinks, ablution and brushings soon made us feel comfortable, and then we crossed the rustic bridge to see the famous Falls, the roar of which we had heard some time before our eyes had discovered the same. A magnificent view of the Falls was obtained from the crest of a rock, and it was some time before we could tear ourselves away even though we knew that mine host had prepared an excellent dinner for us. We, however, found that hunger was stronger than the love of nature, and so we returned to the hotel and did justice to the meal. At five o'clock the order was given to mount and start for home, having some eighteen miles to ride. We crossed the lock in the canal and rode about a mile down the tow-path, passing other locks, and then came to the one we had to re-cross. This part of the trip we would have been compelled to omit if we had tricyclists in our party. This route led us through the most beautiful and picturesque part of our journey, though it compelled some walking to be done, we were well repaid. After reaching the road again, which we did at about six o'clock, we made good headway, stopping only at the several springs for a refreshing drink. We passed over "Cabin John's Bridge" at a rattling pace and made our return journey in three hours and twenty-five minutes, including all stops, which we think was very good time, considering the state of the roads, and the fact of having been out in the sun all day. We made in all some thirty-six miles, and were not so very t red considering the heat of the day and the small amount of road practice we have been able to get this season thus far. We were passed on the road by a party of the Capitol Club, and we afterwards saw the same party at the Falls. They seemed to be agreeably surprised to see us accomplish the task of such a ride over these roads of ours. Alas, if we could only boast of the roads as some of our Eastern friends do, you would hear from us oftener, and with greater results.

Fraternally, 18123.

WHAT SHALL WE WEAR?

Editor Bicycling World:—I am aware that it is not strictly following scriptural teachings to heed wnat we wear, but still I imagine this injunction merely applies to those whose thoughts run on raiment of fine linen. To the cyclist of the nineteenth century, I think that the question of what to wear is one of the greatest and most important and yet it is one that is comparatively thought little of by the average rider, little or no care is taken as to what character of garments covers his person so long as his machine has ball bearings and all the latest fittings and fads. This is all very well and very commendable, but if the cyclers of this country would only know that the very heart, the very key note and pith of personal comfort and health was embodied in one little word, there would be less sickness caused by careless dressing, overheating — and a hundred-fold more comfort. What is that word? Well, it is Wool. If the rider would really know what comfort is, let him eschew any garment that has a thread of cotton about it. Let the linings of the fabrics that cover him, from head to foot, be composed of Wool. Don't *compromise* by having the shirt, coat and knee breeches wool, and then destroy the effect by having these garments lined with linen or cotton, but in having your riding suit made, *insist* that *all linings* be also of a light woolen fabric I know whereof I speak as I have had experience. I shall not go into these details at present until I know whether you consider this general hint worth printing. I am an enthusiast on this subject of *wool*, and I only hope that these few words may convert even one or two to seriously consider my advice before they order their summer riding suit.

Lamb's-Wool.

[We are glad to hear from such as our correspondent, "Lambs-Wool." We know his theory is correct. We shall be pleased to hear from him again, and from others on this important subject. —Ed.]

Two rows of balls on each of its bearings, cow-horn shaped handle-bars, spade handles, single spring, Fish adjustable saddle, nickel trimmings, all for the moderate price of $100. Our motto—ride and let ride Springfield Roadster 1888. **

HE WANTS HANDICAPS.

Editor Bicycling World:—Your paper has always been an advocate for some sort of reform in the method of running bicycle races so that the races would be more interesting. I do hope that Mr. Gerry Jones, our new Racing Board Secretary, will seriously turn his attention to this most important question. The latter part of the coming season promises to be one of particularly lively character in the racing world, and I, for one, should be very glad to see some method inaugurated and carried out that would make it possible to render loafing a thing of the past.

I must say I am in favor of handicapping, but this method, I admit, possesses great difficulty in getting at proper and satisfactory awards. In cases where races are "open to all," the system of handicapping only, would provide for the entrance of the fastest and slowest riders, giving the hare and the tortoise an equal chance. Heretofore there has been no possible inducement for me to enter a race with men of the Crist-Rich calibre, as my very best mile is only something under 2.48, but if I felt I could get a fair handicap on those men I would only be too glad to have a go at them. I *know* there are dozens who feel just as I do. They want a fair show with the "cracks," they do not want to be shoved off into the "flub" races, and yet that is all we moderately fast men have a chance in. It seems to me a system for handicapping could be inaugurated, whereby the entry should be accompanied by a statement (an affidavit, perhaps) giving the best time made in practice and in a race for the distance entered for. This statement or affidavit to be furnished to the management giving the race, and also at the same time a copy to be sent to the Chairman of the Racing Board, who should keep a perfect record of these for reference. This is my idea in rough, now, won't somebody complete and make further suggestions? I and many others want to see more handicap races than heretofore. This method will let in fellows like myself, who can sign themselves, "2m. 48s."

PHILADELPHIA AND WILMINGTON RACES.

The threatening and rainy weather of Friday and Saturday had a very dampening effect on the races on Saturday afternoon, the 12th inst.

At the spring races of the Athletic Association of the University of Pennsylvania, on the University grounds, Keen won the two-mile handicap bicycle race, in 7 47 1 2, with Fuller second. Keen was the scratch man.

The two-mile bicycle race at the West Philadelphia grounds of the Y. M. C. A. was a fizzle, owing to the terrible condition of the track. W. W. Taxis gave up after making a mile, and the race was given to E. I. Halsted, of the Harlem Wheelmen. No time was taken.

There were four contestants in the one-mile race at Swarthmore, in which Speakman pulled first, with Lightfoot second. Time, 3.10 1-5. This was Speakman's first public contest, and his time is 11 1-5 seconds below the previous Swarthmore record. He also won the two-mile bicycle, beating Mode, last year's champion, in 7.05 1-5, reducing the college record by 36 2-5 seconds.

The races under the auspices of the Warren Athletic Club, at Wilmington, on the 10th inst., were a great success. The surprise of the meet was Halsted's defeat by Schwartz, of Reading, in the one-mile open; time, 3.06 1-2. Halsted was put down as a winner for this. Merrihew won both one and two mile handicaps, beating McDaniels in the former, time, 3.27 1-5; and Dampman in the latter, time, 7.34. The most important incident of the games was the breaking of the record for throwing the 16-pound hammer, by W. L. Condon, of North East, Md.

Captain Fleming is desirous of hearing from the various members of the committee on the hill-climbing contest, for the medal offered by Kirk Brown, as soon as possible, in order that definite arrangements may be made for date, place and entries.

The hill-climbing fever rages fiercely here, and for the while all of our riders are practicing on perpendicular exercises. "Ariel."

Philadelphia, May 14, 1888.

THE GREAT CENTURY.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

Important.—The time for ordering the silver mementos is extended to June 1st. Pederson is preparing the design, and it will be furnished only to those sending in the necessary cash to the Secretary by that date, and at least fifty must order them to warrant their manufacture. The price will be one dollar, or less, but has not been decided exactly.

For the purpose of equalizing the different commands, each participant will receive a number, and where their own club officers are absent, will be assigned to the squad of one of the Captains of the original seventeen clubs who may be present.

Club Secretaries are requested to send to the Secretary of the run as soon after the 11th of June as possible, complete lists of their members who will be present, weather and health permitting.

The cost of the trip will depend entirely upon the individual needs and tastes of the men. The cost of the dinner at Trenton will be 75 cents. Out of town parties wishing their hotel arrangements in Newark made for them will please send word to that effect as possible to the Secretary.

Newark is reached best by the D. L. and W. R. R., the Erie, or the Penn. R. R. from New York, the two former carrying wheels free. The L. A. W. hotel at Newark is the "Continental," close by the D. L. W. station, and there are several other good ones.

The average pace of the run is calculated for about seven miles per hour. The start will be made as near to 4 A. M. as possible, June 16th, a short rest will be made at Plainfield, another at Summerville for rest and refreshment, and the party should arrive at Trenton about 2.30 P. M. for dinner at the Trenton House.

One hour will be allowed for dinner, and the future route of the party will be decided by the state of the roads, whether to go down on the Pennsylvania side all the way, or only as far as Bristol, and then back across the river to Burlington, thence to Camden, and then by ferry to Philadelphia.

There is hardly a hill of consequence on the whole route, and as New Jersey is crossed by a network of railroads, a break-down would cause little inconvenience.

NOTICE OF CHANGE OF COMMAND.

Captain Freeman, of the Orange Wanderers, having declined the honor of the command of the run between Newark and Plainfield, I take pleasure in appointing to the vacancy thus made, Mr. L. A. Clarke, Captain of the Mercury Wheel Club, who, as Secretary of the run, is thoroughly conversant with its details.

The command of the run from Trenton to Philadelphia is transferred from Captain Martin to Captain Crozer, of the Taunton Wheelmen, the latter being considerec the more representative. FRANK L. C. MARTIN, Chairman.

The Secretary's address is 25 Broad St., New York City.

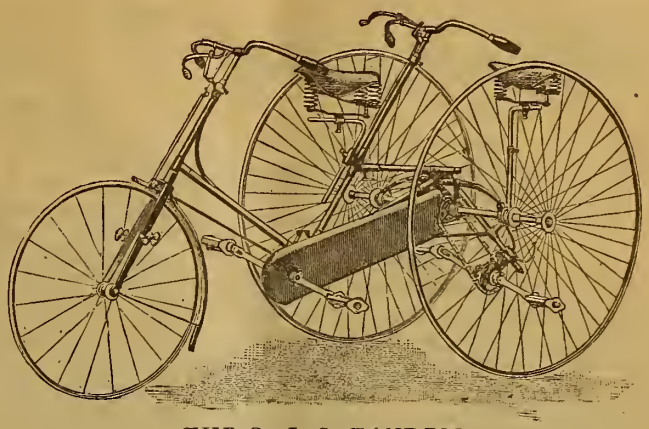
TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE interest now being taken in athletic sports throughout the country has led the Kingston Knitting Co. to cater especially to the various needs of athletes, in furnishing garments to those who appreciate good taste, comfort and durability in their outfit, and we are pleased to learn that this reliable firm are building up a fast increasing business in this specialty. Read their advertisement.

IN reporting the expected reception to be given at Chicago to Clarkson and Kelly, the $20,000 battery of the Boston Base Ball Club, the telegram says: "The Chicago Club will honor the occasion by appearing in a new uniform, the handsomest and costliest ever worn on a ball field." The uniform alluded to was made by Holmes & Co., of Boston, and was furnished by them through Messrs. Spaulding Bros., of Chicago and New York.

FOR the Springfield roadster bicycle, offered by the John P. Lovell Arms Company, of this city, to the New England player having the largest batting percentage, Goodwin of the Salems is ahead, with a batting average of .467.

THE North Adams (Mass.) Bicycle Club have received their grey Jersey uniforms from Holmes & Co., Boston. The suits are made of strong knit goods and are very elastic and durable, while the color is such that they will show dust but little. The club will also have black suits of the same material, made by the same firm, but the greys will be worn chiefly when on the road. Holmes & Co. are furnishing clubs all over the country with similar uniforms. These goods are standard, and wherever worn give eminent satisfaction. The Holmes Co. are an A1 firm, reliable and trustworthy in every respect, and worthy of the confidence of bicyclers generally.



THE S S. S. TANDEM.

ABOVE we give a cut of the latest pattern of Singers S. S. Tandem Tricycle. We examined the machine the other day, and were much impressed with its good qualities. It is a well-balanced machine, that is the front seat (on which the lady rides) is placed so well forward that there is no danger of the rear rider, no matter how heavy he may be, of tipping the front wheel up. The double steering and the double break is a grand good thing, as it enhances the safety of the machine. In some small particulars the above cut does not show the machine as it is. The front saddle post is set in a slot that allows of absolute perpendicular adjustment. The bridge that carries the four bearings is not of the last year's curved shape, it is straight. The patent axle and four bearing with two adjustment is retained. It is convertible to a single, but we cannot say that a perfect tandem ever made a perfect single. In cases of necessity, however, this is a feature that may be of value. Specifications. Size—36-inch side wheels, 7-8-inch tyres, 24-inch front wheel, 3-4-inch tyres. Speeded 52-inch (other speeding to order). Plated hubs, cranks, axle-tubes, handle-bars, and fittings; remainder enamelled black.



ABBOT BASSETT, Secretary-Editor.

THE Connecticut Road-Book is out, and is meeting with popular favor, not only among cyclists but among all who travel on the roads of the State. The compiler has departed from the plan of road-book generally adopted by League workers, and has produced a number of maps on which the roads are shown and described. Each county is printed on a separate sheet, the scale of these maps being 2 1-2 mile to an inch. The maps are printed on tough linen paper, and all fold neatly into a book. For the convenience of tourists along the western border of the State and in the direction of New York city, an excellent map of Westchester county, N. Y., is added. Prefaced to the maps is practical information concerning the character of roads in the State, the law of the road, sketches of routes for riding or driving, a list of hotels and an index to the maps. Charles G. Huntington, of Hartford, is the compiler, and he has had the valuable assistance of W. T. Williams, of Norwich, who personally explored 1200 miles of roads east of the Connecticut river.

Officers' Meeting.

To the Board of Officers, L. A. W.:

Gentlemen—Notice is hereby given that the annual meeting of the Board of Officers will be held at Baltimore, Md., on Monday, June 18th, at 9 o'clock a. m. The place of meeting will be announced later.

Fraternally,
T. J. KIRKPATRICK,
President L. A. W.

Springfield, Ohio, May 12, 1888.

Michigan Division Meeting.

The Board of Officers met April 23d in Detroit, and decided to have the annual meet at Grand Rapids, Saturday, August 11th. In view of the importance of the next meeting of the L. A. W. it was voted to send a delegate. Authority was also given the Consul to have printed at an expense of not over $15.00 an eight-page supplement of additions and corrections to the Road-book.

The Treasurer reported all debts paid and a balauce of $14.00 on hand.

The Committee on Rights, through H. M. Snow, reported the satisfactory settlement of suits.

JUNIUS E. BEAL,
Secretary-Treasurer Michigan Division.

Iowa Meet.

The annual spring meet of the Iowa Division will be held at Cedar Falls, Iowa, on May 29th and 30th. The programmes which are out give promise of a very enjoyable time for all who attend. The races will be run on a fine half-mile track, and the prizes should bring out a good field of riders.

An error occurs in the first prize in the one-mile race on the programme. It should read "Ritchie Magnetic Cyclometer by Pope Manfg. Co." instead of "Lakin."

I trust that this may prove the largest and most enthusiastic gathering of wheelmen ever held in the State. Fraternally,

ROBT. L. THOMPSON, C. C.

Kentucky Meet.

The annual meet of the Kentucky Division will be held at Covington on July 4th.

ED. H. CRONINGER, C. C.

To Baltimore.

To the members of the Massachusetts Division, L. A. W.:

I have arranged the following means of transportation to the annual meet in Baltimore; I shall take charge of a party to leave Boston, Saturday, June 16th, at 6 p. m. by the Fall River Line, arriving in New York at 7.20 a. m. Transfer will then be made to Jersey City, and after breakfasting there we shall leave by the Pennsylvania railroad at 9.16, arriving in Baltimore at 2.05 p. m.

If a sufficient number join this party a special drawing-room car will be provided from Jersey City to Baltimore. The fare will be about $17 for the round trip, including stateroom each way on the boat. As this is a special rate under a particular plan it will be necessary for those intending to join this party to send me $10.30 for their tickets, etc., to Baltimore, the balance to be paid when returning. In order to secure staterooms, etc., it will be necessary for me to be advised by June 14 by those who intend going.

Those who intend taking *bicycles* will please notify me, and I will arrange for their transportation *free*. Tricycles cannot be taken, but the Baltimore and Norfolk Steamship Company (address below) will take them by steamer, leaving June 14th, for $2.00 each. Please let me know as soon as possible if you desire to join this party.

Another party will leave Boston by steamer on Thursday, June 14th, at 2 p. m., arriving in Baltimore Sunday at 8 a. m. Those that enjoy an ocean trip and have the time to spare, will find this a pleasant party to join. Fare to Baltimore will be $10, including meals, stateroom and free transportation of machines. For further particulars in regard to this party apply to Geo. E. Smalley, passenger agent, Baltimore and Norfolk Steamship Company, Central wharf, Boston. Members of the L. A. W. in the other New England States are cordially invited to join either party.

Yours fraternally,
H. W. HAYES,
103 State street, Boston.

Attention, Southern Wheelmen.

Members of the League of American Wheelmen from Alabama, Mississippi, Louisiana and Texas, who contemplate attending the League meet in Baltimore, Md., on June 18th, 19th and 20th will please communicate at once with me for routes, fares and other information.

A special sleeper has been engaged to leave New Orleans on the night of June the 15th, reaching Cincinnati on the night of the 16th in time to connect with the special train for Baltimore.

Berths will be engaged for those who will attend, and free transportation of wheels to and from Baltimore.

Texas members will arrive in New Orleans in time to take special car, leaving on 15th; Mississippi members will meet train in Meridian on the night of the 15th, and Alabama members will take train at points along the route on the night of the 15th and morning of 16th; Louisiana members will either meet train in Meridian on night of 15th, or start from New Orleans on evening of 15th.

The Queen and Crescent route has been selected, and the fare will be from New Orleans $28.70, and sleeper $7.50; $30.20 to Baltimore, and return trip, one-third fare, $9.00, and sleeper $7.50, making a total of the round trip from New Orleans, sleeper included, $53.30, points along the route cheaper in proportion to their proximity to Baltimore. Address all communications to HARRY A. HODGSON,

Chief Consul La. Div., Representative Transportation Committee, 13 Carondelet street, New Orleans.

Michigan Road Book.

ROAD BOOK OF MICHIGAN (Official), *with 1888 Supplement*. Through route from Chicago to N. Y. City.

Sectional and general maps. Consuls, hotels, repair shops and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

Missouri Hotel.

The new Windsor has been designated as the League Hotel for Monroe City, Mo. Regular rates $2.00 per day; to League members, $1.50 per day.

W. M. Brewster.

Amendments.

Editor of the Bulletin:

For the purpose of setting apart the Metropolitan District around New York City as a District Division, and also to establish direct suffrage for all the elective officers of the League (two matters which I have already discussed in a previous communication to the Bulletin, published in April) I shall, at the Constitutional Convention in Baltimore, move the following amendments to the report of the Revision Committee. Change Sec. 1 of Art. XI to read:

For the purposes of local self-government there shall be first, State Divisions, composed of members residing in the several States of the United States of America, whenever the number so residing in any State shall be one hundred or more, with the exception that the counties of New York, Westchester, Kings, Queens, Suffolk and Richmond, in the State of New York, and the counties of Hudson, Essex and Union, in the State of New Jersey, shall be set apart as a separate State Division, to be called the Metropolitan Division; and second, of Territorial Divisions, constituted as prescribed in Sec. 3 of this Article.

Change Sec. 4 of Art. IV, to read:

Each Division may decide independently upon the manner in which elections shall be held within its limits, provided that no plan of election shall be adopted which shall abridge the right of each individual member to vote directly for League officers or for members of the National Assembly. Where no plan has been adopted by a Division, elections shall be by mail vote of the whole membership, and blanks to be sent out between the first and fifteenth days of July in each year by the Secretary of the League, who shall collect the expense thereof from the Division for whose account it has been incurred; the votes to be returned to the Secretary-Treasurer of the Division, and opened and canvassed in the presence of the Division Board of Officers, who shall hold a special meeting for that purpose on the first Monday after the 15th day of August.

Add new 5 as follows:

Each Division, State or Territorial shall be entitled to one delegate to the National Assembly for each two hundred members on its roll at the first day of July; and every member of the League shall have the right at the annual election, whether held in the manner described in the foregoing section, or under special rules established in the several Divisions, to vote directly for President, Vice-President and Secretary of the League, for Chief Consul and Vice-Consul of his Division, and for so many delegates as his Division may be entitled to, except in the case of Divisions which may be divided into electoral districts, when no more delegates may be voted for in each district than the number duly apportioned to it.

Amend Sec. 1 of Art. VI, by striking out the words, "by the National Assembly, at the annual meeting," and submitting "by the general membership of the League, as provided in Art. IV, of this Constitution."

Edward J. Shriver.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 139—Total 100—9668.

Boston, May 18, 1888.

California Division—2—336.

Oak Leaf Wheelmen.

18909 O'Conner, P. H., Stockton.

Unattached.

18836 Moore, Will S., 418 California st., San Francisco.

Connecticut Division—3—406.

Unattached.

18819 Taylor Frederick B., Buckland.
18910 Atwater, Fred., care of Mall. Iron Co., Bridgeport.
18911 Barrows, Frank A., 122 Garden st., Hartford.

Illinois Division—16—551.

Æolus Cy. Club.

18837 Barr, H. C., 655 No. Robey st., Chicago.
18838 Bodach, Chas., 732 No. Hoyne ave., "
18839 Bodach, Frank, 746 " " "
18840 Bray, Walter, 412 Carroll ave., "
18841 Greiner, Louis, 732 No. Hoyne ave., "
18842 Ochs, F. G., 709 " " "
18843 La Moine, C. H., 707 " " "

Illinois Cy. Club.

18844 Bond, W. M., 29 W. Erie st., "
18845 O'Connell, W. J., 50 Newberry ave., "
18846 Patterson, C. A., 384 Warren ave., "
18847 Schwartz, J. M., 50 Newberry ave., "
18848 Skeer, Geo. M., 681 Washington blvd., "

Monmouth Bi. Club.

18849 Bailey, Howard, Monmouth.
18850 Clark, Will E., "

Unattached.

18777 Cooper, Frank, Maroa.
18778 Hill, E. W., "

Indiana Division—3—170.

Unattached.

18851 Tower, A. M., 19 W. De Wald st., Fort Wayne.
18820 Keating, J. B., Huntington.
18870 Grubbs, Geo., Ins'n. for Deaf, Indianapolis.

Kansas Division—1—114.

Unattached.

18869 Lord, H. A., Leavenworth.

Kentucky Division—1—71.

Unattached.

18770 Weaver, Ben Perry, Southern Bus. Coll., Louisville.

Maine Division—2—112.

Skowhegan W. Club.

18928 Patten, R. T., Skowhegan.

York Co. Wheelmen.

18852 Abbott, Fred P., Biddeford.

Maryland Division—9—336.

Centaur Bi. Club.

18821 Eisenbrandt, W. A., 424 E. Baltimore st., Baltimore.

Hagerstown Bi. Club.

18912 Recher, Harry K., Hagerstown.

Unattached.

18824 Martin, Thomas, Arlington.
18822 Holland, William, 21 S. Stricker st., Baltimore.
18914 Smith, Sam'l., Box 598, "
18835 Thomas, Lewis D., 1618 Harlem ave., "
18823 Karl, Geo. W., Baltimore Co., Carroll.
18825 Keating, Frank, Queen Ann's Co., Centreville.
18913 Biehl, M. L., Carroll Co., York Road.

Massachusetts Division—7—1079.

Bay State Bi. Club.

18871 Santon E. M., 6 Newport st., Worcester.

Unattached.

18771 Foote, E. M., 21 Upton st., Boston.
18779 Minott, H. A., 129 Chestnut st., Chelsea.
18927 Barrett, Wm. H., 13 Market sq., Lynn.
18826 Cushman, H. V., 380 Highland ave., Malden.
18780 Nystrom, G. Amil, Quinsigamond.
18853 Heathcote, W. E., Whitinsville.

Michigan Division—8—224.

Adrian Bi. Club.

18781 Burnham, W. H., Adrian.
18782 Judge, Henry M., "

East Saginaw Bi. Club.

18915 Kingman, C. A., E. Saginaw.

Unattached.

18783 McDonald, Joe H., 311 Bagg st., Detroit.
18872 Fisher, James T., Hancock
18873 Jones, John E., "
18874 Jones, Richard D., "
18784 McKinstry, Geo., Ypsilanti.

Missouri Division—4—295.

Mo. Bi. Club.

18854 Hart, A. A., 504 No. 6th st., St. Louis.

Unattached.

18916 Horton, B. F., 3537 Morgan st., "
18785 Stockett, John E., 3433 Zell ave., "
18917 Marshall, Ed. R., Unionville.

New Jersey Division—11—619.

Council Bi. Club.

18855 Detwiller, W. K., 82 Danforth ave., Jersey City.

Essex Bi. Club.

18786 Heath, E. S., 784 Broad st., Newark.
18787 Heath, Frank E., 25 Hill st., "
18788 Hedges, A. J., Jr., 968 Broad st., "
18789 MacMahon, Cecil H., 4 Stratford pl., "

Y. M. C. A. Cy. Club.

18856 Dudley, Sumner F., Box 1004, Orange.

Unattached.

18772 Hitchcock, Chas. K., Bergen Point.
18790 Murphy, Edw. A., Bergen Co., Ridgewood.
18791 Sexton, Elmer K., " Closter.
18792 Chickering, C. H., H. B. S. Machine Co., Smithville.
18773 Town, I. P., Roselle.

New York Division—47—2071.

B. W. C.

18829 Sisson, E. C., Binghamton.

Brooklyn Bi. Club.

18875 Armstrong, C. P., Jr., 480 Clinton ave., Brooklyn.
18876 Bailey, L. M., 113 St. Johns pl., "
18877 Bradlee, J. L., 382 Adelphi st., "
18878 Bresman, D., 129 DeKalb ave., "
18879 Brown, H. R., 36 Sterling pl., "
18880 Clarke, F., 580 Lexington ave., "
18881 Fishcher, Geo., 384 Bedford ave., "
18882 Fox, Jas., 5 Beekman st., New York City.
18883 Gardinier, G. F., Jr., Coleman House, "
18884 Hardie, J. R., 86 Prospect pl., Brooklyn.
18886 Hebert, F. L., 37 Seventh ave., "
18885 Hayes, Jas., 134 Park pl., "
18887 Hornbostel, H., 39 Second pl., "
18888 Ihlo, Herman, 404 Atlantic ave., "
18889 Konp, Eugene, 205 Clinton st., "
18890 Lang, F. W., 51 Strong pl., "
18891 Lewis, W. J., 184 So. Oxford st., "
18892 Mayor, W. E., 195 " " " "
18893 Moore, W. E., 427 Pacific st., "
18894 Norton, F. H., 48 Tompkins pl., "
18895 Osborn, H., 31 Cambridge pl., "
18896 Overton, W. A., 47 Willow st., "
18897 Owen, G. B., Jr., 18 Willoughby ave., "
18898 Ruxton, Philip, 75 Beekman st., New York City.
18903 Sutphen, D. D., 223A Madison st., Brooklyn.
18899 Shaw, F. W., M. D., 327 Greene ave., "
18901 Spelman, Hoyt, 121 Willow st., "
18902 Stonehouse, F., 37 Douglas st., "
18900 Snedeker, C. L., 109 Park pl., "
18904 Torrey, S. H., 41 Seventh ave., "
18905 Tucker, R., 101 Willow st., "

Long Island Wheelmen.

18827 Allen, J. Milton, 25 Park pl., "
18828 Beecher, E. F., 1317 Pacific st., "
18231 Fell, Thos. E., (*subs*) 781 Lafayette ave., "

Syracuse Cy. Club.

18793 Curran, H. L., 1 Crouse Block, Syracuse.
18794 Judd, Robert P., 3 Barker pl., Park ave., "
18795 McChesney, F. H., 367 Carbon st., "
18796 Patterson, Dwight H., 30 Florence Flats, "
18797 Yehle, F. C., 17 Wolf st., "

Unattached.

18800 Miller, Hugh, Attica.
18775 Page, E. L., Greene.
18774 Benson, Z. S., 2334 3d ave., New York City.
18918 Keller, Frank J., 117 West 123d st., "
18798 Akin, Albert I., Patterson.
18801 Smith, Jas. A., Sloatsburg.
18802 Riggs, R. G., Suffern.
18799 Armstrong, Geo. P., Westmoreland.

Ohio Division—4—774.

Quaker City Wheelmen.

18920 Tucker, Percy B., Salem.
18919 Kirkbride, Homer W., "

Unattached.

18921 Flohr, James E., 69 W. 5th st., Canton.
18803 Hartman, Frank M., Washington C. H.

Pennsylvania Division—10—1241.

Franklin Bi. Club.

18857 Berlin, J. E., Franklin.
18858 Galmish, Louis, "

18859 McCalmot, J. D., Franklin.
18800 Steele, Allie P., "
18861 Ward, A. G., "

Honesdale Wheelmen.

18806 Penniman, W. B., Honesdale.

Tioga Cy. Club.

18830 Howell, H. C., 1923 Venango st., Philadelphia.
18831 Sill, J. T., 329 Chestnut st., "
18832 Tatum, Oliver P., 2123 Arch st., "

Wilkes Barre Bi. Club.

18922 Campbell, L. B., Luzerne.
18923 Gemberling, R. C., Wilkes Barre.
18924 Hamblin, H. B., 89 No. Franklin st., "
18925 Rhoads, Harry, "

Unattached.

18926 Simpson, John, 591 Pebble ave., Woods Run, Allegheny.
18804 Chapman, Edwin, Catasaoqua.
18805 Williams, D. T., "
18862 Kehrwieder, Otto L., 109 Queen st., Germantown.
18833 Morgan, Reed A., 4723 Green st., "
18906 Gilbert, L. S., Susquehanna.

RHODE ISLAND DIVISION—3—208.

Rhode Island Wheelmen.

18907 Brown, Fred'k. E., 139 Pleasant st., Providence.

Unattached.

18908 Hathaway, Chas. Herbert, 114 South st., "
18776 Wadsworth, C. E. Oriole, near Butler ave., "

VIRGINIA DIVISION—13—94.

Norfolk Cycle Club.

18812 Borum, C., Jr., 108 Freemason st., Norfolk.
18813 Borum, Seth, " "
18814 Dozier, E. W., 114 Queen st., "
18815 Dodson, W. P., Box 147, "
18863 Ingram, W. F., 50 Wood st., "
18809 Parrott, Frank B., 66 Holt st., "
18807 Lowenberg, Benj., 74 Main st., "
18808 Lowenberg, Harry, Norfolk.
18810 Stanworth, P. C., 195 Bute st., "
18811 Taylor, C. R., 15 York st., extd., "
18864 Wilson, N. L., 141 Church st., "
18816 Wood, E. L., 68 Wood st., "
18817 Wood, L. J., " "

WEST VIRGINIA DIVISION—2—28.

Unattached.

18818 Crittenden, A. S., Ripon.
18834 Irwin, C. E., 150 No. F. st., Wheeling.

WISCONSIN DIVISION—1—80.

Unattached.

18929 Jacobs, H. H., Evansville.

NOVA SCOTIA—4—8.

Unattached.

18866 Cole, Leslie J., Amherst.
18868 Casey, Wm. W., "
18865 Rhodes, N. A., "
18867 Sleep, H. V., "

to make room for this year's stock. Brand-new Beeston Humber Light Roadsters $100, were $150. Ditto Racers $50, were $140. Brand-new Beeston Humber Crippers $160, were $185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from $50 to $100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripper Tricycles from $30 to $125. Rudge Meteor and Beeston Humber Tandems from $65 to $160. Discount to dealers. Write for List, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. JOHNSON, Orange, N. J.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 182 8th street, Jersey City, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.



TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo in every size and width Price, per pair, $3.00.

Liberal discount to club and Bi. Agents.

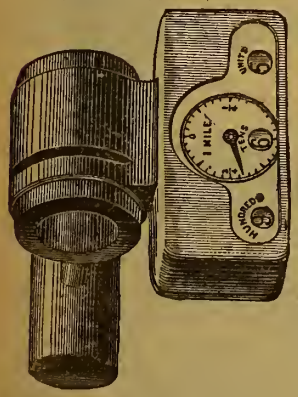
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W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

THE NATIONAL A HIGH GRADE BICYCLE.



Patented Feb. 15, 1887.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

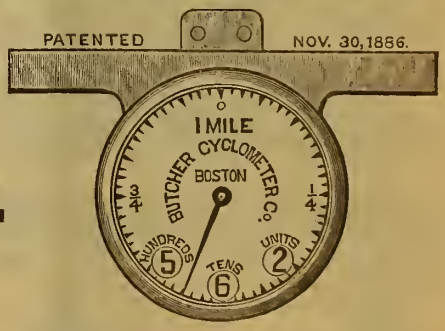
SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,

BOSTON, MASS.

Free by Mail on Receipt of PRICE, . . $10.00.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF PRICE, ... $5.00.

L. A. W. MEET.

Merchants and Miners Transportation Company

Offer to New England Wheelmen who will attend the Meet in Baltimore special rates and the most comfortable route.

Steamer Alleghany leaving Boston on Thursday, June 14th, will arrive in Baltimore Sunday morning.

Round trip tickets for party of 45, $17. Less than 45, $20. Single fare, $10. Including meals and staterooms.

Free transportation of Bicycles will be given to ticket holders. Rates to others on Bicycles, $1.00; Tricycles, $2.00.

Staterooms should be engaged a week in advance of sailing. For further particulars apply to

GEO. E. SMALLEY, Agent, Central Wharf, Boston.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.



PHOTOGRAPHY AT HOME. AMUSEMENT, INSTRUCTION, AND PROFIT. Our Illustrated pamphlet, embracing "HOW I BECAME AN ARTIST," complete INSTRUCTIONS, and Catalogue, sent free to any address. The finest Cameras in the world. Complete outfits, $5, $10, and $15. The Hawk Eye Detective Camera, only $10. BOSTON CAMERA CO. 30 India St., Boston, Mass.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

Amendments.

Editor of the Bulletin:

For the purpose of setting apart the Metropolitan District around New York City as a District Division, and also to establish direct suffrage for all the elective officers of the League (two matters which I have already discussed in a previous communication to the BULLETIN, published in April) I shall, at the Constitutional Convention in Baltimore, move the following amendments to the report of the Revision Committee. Change Sec. 1 of Art. XI to read:

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Each Division may decide independently upon the manner in which elections shall be held within its limits, provided that no plan of election shall be adopted which shall abridge the right of each individual member to vote directly for League officers or for members of the National Assembly. Wh[illegible] no person's rights are to-day, the more so [illegible] they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made. C. M. JONES.

FLINT, Michigan, April 15, 1888.

They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing. HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.

I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly plensed with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.

H. J. PUTMAN.

BAY CITY, April 13, 1888.

You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never *hurt the fingers* in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good *lift* up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have *screwed* the handles on. BURT ESTES HOWARD

LYONS, KANSAS, April 12, 1888.

We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward

Unattached.

1S819	Taylor Frederick B.,	Buckland.
1S910	Atwater, Fred., care of Mall. Iron Co.,	Bridgeport.
1S911	Barrows, Frank A., 122 Garden st.,	Hartford.

ILLINOIS DIVISION—16—551.

Æolus Cy. Club.

1S837	Barr, H. C., 655 No. Robey st.,	Chicago.
1S838	Bodach, Chas., 732 No. Hoyne ave.,	"
1S839	Bodach, Frank, 746 " "	"
1S840	Bray, Walter, 412 Carroll ave.,	"
1S841	Greiner, Louis, 732 No. Hoyne ave.,	"
1S842	Ochs, F. G., 709 " "	"
1S843	La Moine, C. H., 707 " "	"

Illinois Cy. Club.

1S844	Bond, W. M., 29 W. Erie st.,	"
1S845	O'Connell, W. J., 50 Newberry ave.,	"
1S846	Patterson, C. A., 384 Warren ave.,	"
1S847	Schwartz, J. M., 50 Newberry ave.,	"
1S848	Skeer, Geo. M., 681 Washington blvd.,	"

Monmouth Bi. Club.

1S849	Bailey, Howard,	Monmouth.
1S850	Clark, Will E.,	"

Unattached.

1S777	Cooper, Frank,	Maroa.
1S778	Hill, E. W.,	"

INDIANA DIVISION—3—170.

Unattached.



DAYTON, OHIO, April 10, 1888.

Replying to your letter of April 9th regarding the Rams horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn. A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.

We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.

GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them. J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.

B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others. T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.

I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with. D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.

E. A. WODE.

KENOSHA, April 18, 1888.

Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.

C. A. DICKHANT.

CINCINNATI, April 18, 1888.

We find the Rams-horn bars almost a necessity on a bicycle now. B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.

In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once. C. H. SMITH.

CHICAGO, April 17, 1888.

Having used Spade handles on my machine for a season, I was throughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.

S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.

About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. *Never* chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me $5.00 or $6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't *those bars* slick?" "best I ever saw" etc. As for myself I would not go back to the Spades under any consideration, providing I could *get* Rams-horn.

J. ELMER PRATT.

P. S.—Think your perfect fit handles are going to be a great success—like them very much. J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.

MOST COMPLETE CATALOGUE PUBLISHED, ON APPLICATION.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Ave., and 100 Sudbury St., Boston.

A. G. SPALDING & BROS.

BICYCLE UNIFORMS.



COATS.

A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....$15.00
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00
C Grade—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



KNEE PANTS.

A Grade.....$7.50
B Grade..... 6.00
C Grade..... 5.00

Send for samples of Uniform Material.



SHIRTS.

A Grade—Made to order of extra fine imported Flannel, best in the market.....$5.00
B Grade—Made of fine imported Flannel..... 3.50
C Grade—Made of imported Flannel..... 2.50

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No. 00. Extra heavy nickel buckle..... .50
No. 1. Leather mounted..... .40
No. 2. Best leather mounted..... .50
No. 4. Leather mounted, cotton web..... .25

BICYCLE SHOES.

No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....$5.00
No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00
No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

Spalding's Catalogue of Summer Sports and Athletic Uniforms Free,

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SPECIAL.

All Advertisements in this Department 20 cents a line.

STATE DIVISION CARDS. N. Y., Mass., N. J., Pa., Ohio, Ky., Ind., Ill., Mich., Iowa, Mo. or Minn. Design in two colors; 100, with name, address and L. A. W. Number, $1.40. C. H. TOWNSEND, Newark, N. J.

ONE HUNDRED BICYCLES, SAFETIES, TRICYCLES AND TANDEMS at a sacrifice to make room for this year's stock. Brand-new Beeston Humber Light Roadsters $100, were $150. Ditto Racers $50, were $140. Brand-new Beeston Humber Crippers $160, were $185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from $50 to $100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripper Tricycles from $30 to $125. Rudge Meteor and Beeston Humber Tandems from $65 to $160. Discount to dealers. Write for List, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. JOHNSON, Orange, N. J.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 182 8th street, Jersey City, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

MIDGET! Self-Inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for $1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Ag'ts wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

Patented Dec. 21, 1886. CARTER'S



Foot Rest, FOR THE STAR, For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

FOR Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Enamel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE.

L. A. W. CARDS. 100, with name, address and League number, $1.25. C. H. TOWNSEND, Newark, N. J.

Send *price, lettering*, and state *gold* or *silver* for any

CLUB PINS & BADGES,

You may want, and receive by return mail

A SPECIAL DESIGN.

☞ Perfect satisfaction always guaranteed.

JOHN HARRIOTT,
3 Winter Street, Boston, Mass.



$3.00 $3.00

TOULMIN'S BUFFALO BICYCLE SHOE,

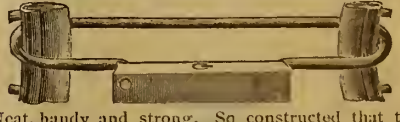
Is made of the finest genuine Kangaroo in every size and width **Price, per pair, $3.00.**

Liberal discount to club and Bi. Agents.
☞ Send for Circular.

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THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price $1.00.

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JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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Merchant Tailor and Athletic Outfitter,
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BEFORE BUYING,
SEE OUR LISTS.

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All Bicycle Riders Must Have Sundries.

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Three Stories,

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Back Storehouse,

BESIDES OUR

BRANCH STORE IN

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Oldest and Largest

WHOLESALE

BICYCLE

Supply House

—IN THE—

United States,

DEVOTED EXCLUSIVELY

—TO—

Cycle Supplies.

And the Sale of Bicycles.

Season of 1888 is now open, and while our goods are well known to every rider in the Union, we wish to call their particular attention to the "World" for the next week or two, wherein will be shown all the new goods of the season.

☞ Ask to see the New Safety Bundle Carrier.

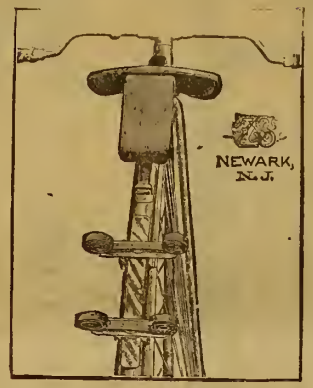
SPECIAL DISCOUNT TO AGENTS.

See Next Page.) (Mention this paper.)

HOWARD A. SMITH & CO., Newark, N. J. and Orange, N. J.

"Z. & S." BUNDLE CARRIERS.





The Z. & S. Bundle Carrier, as shown in above cuts, have met with favor everywhere; they have been improved in appearance and strengthened where necessary, fastening on the backbone below the saddle, out of the way of mounting or dismounting, and at the same time keeping the weight of bundle or package well back of the centre of large wheel, thereby avoiding the objections to Carriers that are fastened to the head or handle bar, which interfere in coasting and faciliate "headers" if the bundle is at all heavy or bulky. The excellence of the "Z. & S." is vouched for by the autographic letter below, and is the only carrier that withstood the trip around the world.

Price, $1.50. If mailed, additional, 10 cents.



Howard A Smith & Co

Gentlemen I used your Z & S bundle carriers on my Tour Around the World, and found it a very serviceable indeed. It is difficult to see how it can be improved upon.

Sincerely Yours

Thomas Stevens

ADHESIVE TIRE TAPE.



Adhesive tire tape was placed on the market in 1885, and has constantly grown in public favor until at present it is found in nearly every 'cyclist's tool-bag on this continent. With fancy riders it often happens that their tires loosen during the strain of an exhibition on the floor, but with a few turns of our Adhesive Tire Tape they are enabled to complete their exhibitions. The tape will last for month's continuous use; it will secure a tire for hundreds of miles of hard riding.

Road races have been lost which would perhaps have ended otherwise had there been a package of Adhesive Tire Tape in the party. Is quickly applied and holds tightly. Thin as paper, strong as leather. Tough as whalebone. It is one of the essential accessories, and should be found in every 'cyclist's tool-bag.

Price, 20 cts.



THE STANDARD GLOVE.

In the early days of Cycling we saw the necessity of having a good wearing Glove that would have no buttons or catches on the inside of the hand, and after four years experimenting we present the Standard Glove as embodying more good points than any other glove on the market. Made from genuine California buck, reinforced where the greatest wear comes, open fingers, fastened across the back of wrist (to avoid cutting the hand in case of a fall.)

PRICE:

Corded Silk Back, - - - - -	$1.50
Open or Perforated Back, - - - -	1.25
By mail, additional, - - - - -	.05

(See Next Page.)

HOWARD A. SMITH & CO., Newark, N. J. and Orange, N. J.

"Z. & S." STOCKING SUPPORTERS.



An article that meets the popular demand from wheelmen, lawn-tennis players and the public generally. The Z. & S.'s Supporters have been greatly improved, being made lighter with a better clasp at the stocking, thereby saving all wear on the pants, chafing the leg or tearing the stockings, and at the same time warranted not to "let go their hold" accidentally. These Supporters do away entirely with elastic bands, which bind upon the limbs and stop the circulation of the blood, causing numbness or swollen veins.

They are made so as to be worn beneath the flannel shirt, passing over the shoulders and down either leg.

Adjustable for any size person.

Wheelmen particularly who have experienced the annoyance and discomfort of the stockings slowly but surely sliding down the leg while riding, will certainly appreciate them.

Price per pair, 65 cents.



BELT STOCKING SUPPORTERS.

With belt around the waist that allows of ample adjustment over the hips. Arranged for short or tall riders. Fitted with our patent fastener for holding to the stocking, being perfectly flat and simply impossible to chafe the leg or cut the knee-breeches, or wear out the stockings. They are exceedingly handy, universally adjustable, and, with our new patent catches for the stockings, we have found them to be the best belt supporter on the market. Warranted as represented or money refunded.

Price per pair, 50 cents.



HIP STOCKING SUPPORTERS.

These Supporters have probably had a more extended sale than any other. They are now made with the double safety-pin, for attaching to the shirt or drawers above the hip and extending down either leg, fastening to the stocking with the Improved Warren Safety Catch.

Price per pair, 35 cents.



STOCKINGS.

In order to meet the demand for a good, serviceable bicycle stocking, that would not chafe or make the feet tender, we have secured a fine lot with a

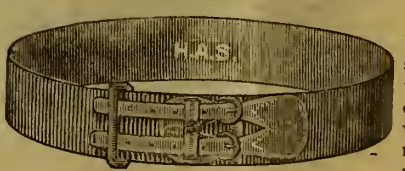
Linen Sole, Heel and Toe,

which puts unequaled durability right where it is most needed. It will be seen at a glance that instead of a heavy worsted foot, we have here a nice, unbleached linen sole, heel and toe, no heavier than that of a common cotton hose, thereby making it the coolest hose there is in the market. The legs are full length, and are made of first-class, heavy worsted.

Price, - - per pair, $1.25.
By mail, additional, 5 cts.

The ordinary bicycle stocking, very fine quality, $1.25. Cheaper grade, 50c., 75c., $1.00. If sent by mail, per pair 5 cts. additional.

BICYCLISTS' BELTS.



This is the most suitable belt for 'cyclists' use, as the straps and loops yield to the motion of the body. Made of fine worsted or cotton webbing, extra fine trimming and reasonable in price. Sizes from 27 to 38 inches. Solid colors, red, navy blue, black, brown and white.

Price, 25 cts. Belts, extra clasp, very fine, 40 cts.

THE NEWARK SHOE.



The NEWARK Shoe is placed before our patrons after three years' experimenting with every conceivable kind of bicycle footwear. By experimenting, we mean actual use on foot, on all kinds of machines, over all kinds of American roads, and in all kinds of weather, extending between January 1st and Christmas. We believe this shoe embodies more good points than any other cycling shoe now in the market. It is hand-sewed, carefully lasted, and made from the very finest stock.

Price, per pair, $4.50. If by mail, additional, 15 cts.

BOSTON CLUB CAP.



This cap was introduced by the Boston club, and has become very popular all over the country. The visor projects down low, protecting the eyes from the sun. This cap is particularly suitable for medium or large riders, has a heavy corded band and has a handsome appearance; color, dark navy blue.

Price, - - - - each, $1.50.
If by mail, additional, - - 10 cts.

(See Next Week's "World.")

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, ot course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge
THE "ROVER." This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞ **This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,
No. 12 Pearl Street,
BOSTON, - - MASS.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

REPAIRING

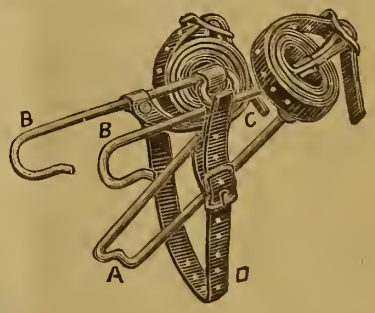
Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
100 Sudbury St., Boston, s.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmey. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

SMITH'S DETACHABE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

C. H. SMITH,
249 Woodward avenue, Detroit, Mich.

THE NATIONAL A HIGH GRADE BICYCLE.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

"POT AND KETTLE."

WHY should the Pot call the Kettle Black-ass?

Chicago, April 12, 1888.

Dear Sir:

Our clients, the Gormully & Jeffery Mfg. Co., an Illinois corporation, having its principal place of business at Chicago, Ill., are the owners of a large number of Letters Patent, relating to the manufacture of bicycles and tricycles in their principal parts. Among such Letters Patent are:

Letters Patent to John Smith, No. 194,421, relating to Ball Bearings. or anti-friction devices in wheel locomotion.

Letters Patent to Charles Duryea, No. 293,725, relating to saddles for bicyles, etc.

Two Letters Patent issued to Freeman Lillibridge, Nos. 294,645 and 337,171, relating to saddles for bicycles, etc.

We have what we believe to be sufficient proof to the effect that you are infringing each of the above identified Letters Patent, and the purpose of this communication is to demand of you a settlement and liquidation for the past infringement of such Patents, and if you desire to continue the employment of the inventions therein described and shown, to negotiate with you, a License Contract with suitable royalty assuring this end.

Very respectfully,

OFFIELD & TOWLE.

WE say nothing of the PURPOSE of sending THIS Notice. If you don't see the point, look at G. & J.'s adv. to others of May 11, 1888.



Rudge Bicyclette.

A LARGE INVOICE OF THESE

Famous Machines,

and also of the well-known

Rudge • Light • Roadster,

JUST RECEIVED.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, • • • 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 25 MAY, 1888.

Volume XVII.
Number 4.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLER, Secy-Treas.,

Leavenworth Co. Wheelmen.

* * *

Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayvllle, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

LOOK. 48-in. Rudge L. R.; spade handles; B pedals. $85. Send C. O. D. for examination. Box 5, Augusta, Me.

FOR SALE OR TRADE—'83 pattern Victor Tricycle (good condition); will sell for $65, or trade for a safety bicycle. CHAS. VAN TINE, Findlay, O.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, $165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE—One 1887 American Light Champion, 53-inch; standard finish; fitted with Lakin's $10 cyclometer and rams-horn bars; best hill climber on the market; *sacrificed!* for $75; will send for inspection. Address JAMES E. SEARLES, Little Falls, N. Y.

$100 buys a 51-inch New Mail; little and carefully used. Box 46, Groton, N. Y.

HERE'S A CHANCE—Will exchange a 36-inch Kangaroo, ball bearings, and a new hunting case gold watch for a 42-inch Pony Star. Correspondence solicited. Quick. SAM. C. MILLER, Hagerstown, Md.

$90. 52-inch Victor Roadster; Butcher hub cyclometer, Ross carrier, spade handles. Warranted perfect. Write. Lock Box 14, Richfield Springs, N. Y.

FOR SALE—Quadrant Tandem, side steerer; ridden a part of one season only; complete, with cyclometer, lanterns, &c., &c, $190. Address A. L. BOWKER, No. 95 Oliver st., Boston.

FOR SALE—Two 54-inch, 1887 pattern, Expert Columbias; spade handles and Kirkpatrick saddle; $85 *each*. One 56-inch American Challenge, ball bearings, $55, and one 56-inch Victor Roadster, $90. *All* of these machines are guaranteed to be in perfect order. A. C. PHILIPS, No. 200 East 4th st., Wilmington, Del.

FOR SALE—50-inch New Rapid and 58-inch Victor; will sell cheap. ROBT. MOORE, P. O. Box 240, Philadelphia, Pa.

FOR SALE—One New American Light Champion Bicycle; balls all around, nickel and enamel finish; 50-inch; cost $120, will sell on approval at $90. Reasons for selling, want a safety. Address R. S. NEVLING, Clearfield, Pa.

FOR SALE—52-inch Victor Light Roadster, pattern of 1887; not ridden over 300 miles; first-class condition. $100 cash. A. B. REID, Clarion, Pa.

BICYCLE MACHINIST DISENGAGED; age 28; has had ten years' experience in England and this country on instructing, estimating on repairs, repairing, &c. Good references, and well known among the leading wheelmen of Brooklyn and New York. Address BICYCLE, 182 8th street, Jersey City, N. J.

QUADRANT TRICYCLE—Latest pattern, front steerer, light and in perfect order. One of the best Quadrants ever imported. Price $115. A complete photo. outfit thrown in. Address X., care Bi. World office.

LOOK. A Rudge convertible sociable; balls all around. Cost $260. In good shape, for $90. C. T. SWITZER, Philipsburg, Pa.

BARGAIN—48-inch Star, 1885 pattern; cow-horn bars, spade handles. $60 takes it. Address R. W. S., care Geo. D. Hazard, Room 83, Equitable Building, Boston, Mass.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

FOR SALE at half price, a full nickel Special Star, 51-inch; first-class condition. Write to A. M. WELCH, Baltabridge, N. Y.

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The reason is the most natural one you could imagine. We know how to make everyday clothing the very best. We don't use our skill in one sort, and withhold it in another. We are at making the very best clothing the whole year round. For that reason we sell more of it. And for that reason we sell it for less.

Send us your Uniform order promptly. You'll get it promptly.

WANAMAKER & BROWN,
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Send for samples of any clothing you want.

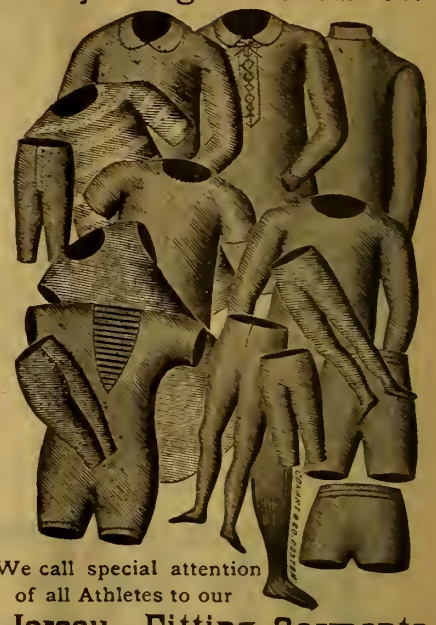
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(See L. A. W. *Bulletin* Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price $7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

☞Correspondence solicited.

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UNITED STATES CHIEF CONSUL,
Savin Hill, Boston, Mass.

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Membership application blanks and any required information on club matters can be obtained by applying as above and *enclosing a stamped addressed envelope for reply.*

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

W. H. Mealy, Catasauqua. Pa.
W. E. Coombe, 216 So. 15th street, Omaha, Neb.
I. E. Small, 327 E. Market street, York, Pa.
A. F. Snyder, Lehighton, Pa.

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Hotel for York, Pa., The Washington House.
Hotel for Wilmington, Del., The Clayton House.
Consul for North Adams, Mass., A. W. Locke.
Hotel for Dayton, Ohio, The Beckel House.
Hotel for Pittsburg, Pa., The New St. Charles Hotel.
Hotel for Oroville, Cal., The United States Hotel.
Hotel for Newton, Mass., The Woodland Park Hotel, Auburndale.
Consul for Everett, Mass.—W. K. Menns, Everett square.
Hotel for Everett, Mass.—Kingman's Hotel.
Consul for Rockport, Mass.—J. A. V. Hurd, Pigeon Cove.
Hotel for Rockport, Mass.—The "Linwood."
Hotel for Albany, N. Y.—The Kenmore.
Consul for Taunton, Mass.—Paul L. Hassenforder.
Consul for St. Paul, Minn.—Robert Johnson.
Consul for Burlington, Iowa—O. L. Kroppack, 902 Osburn st.
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VESTS, $2.25 **COATS $8.00**

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BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Containe sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

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Are made of the very best **Worsted** and **Fine Wool Stock,** and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled.

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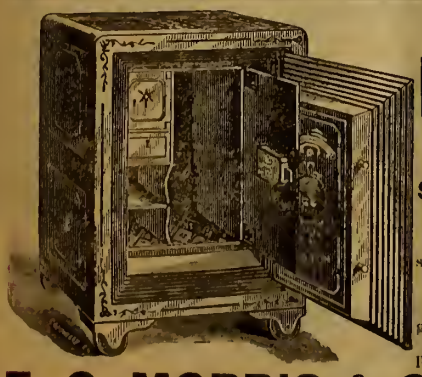
Our Jerseys in **Plains** and **Stripes** are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves, and Sleeveless, with Low Necks, Single Collars, English Turn-over Collars and Laced fronts, and for comfort, beauty and elasticity are not excelled.

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Large Handsome Photograph for 10 cts. in stamps

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Specialties Found in No Other Wheel.

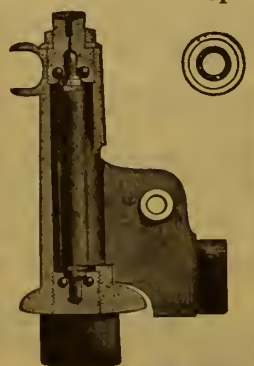
Not a Broken Backbone Last Year!



The New Mail is having a remarkable demand.

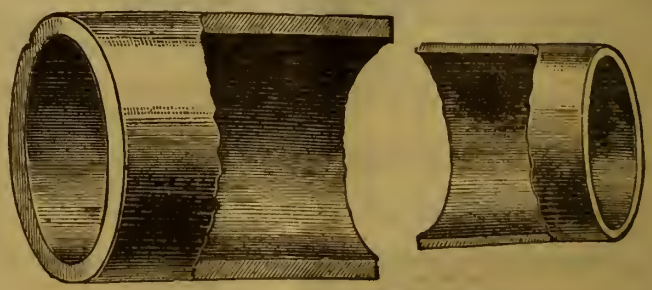
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1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

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giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



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No Seam outside. Thickened Metal at Bottom.

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DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.
☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.
GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 25 MAY, 1888.

BALTIMORE takes up considerable of our space this issue, and we hope the perusing of our illustrated article on that city will be the means of awakening the liveliest interest in the meet, and secure a large attendance next June 18 to 20. It will prove one of most attractive meets of the long series.

SEVENTY entries for the coming road race at Chicago looks as if the days of road racing as a nuisance were close at hand. So long as the starters in a road race did not exceed a dozen, we were in favor of this branch of the sport, but when we hear of a probable field of seventy, we then think it is time to call a halt.

WE are pleased to notice that the *Cyclist* has concluded that "class racing," a method they have always opposed, is not so bad after all. The change in the views formerly held by our English contemporary on this subject is mainly due to the information given the editor by Mr. T. W. Eck. We quote from the article in question the portion that seems to have worked the change of heart: "From Mr. Eck's explanation we gather that in class racing the first man only, should the class time be beaten, is debarred from competing in races of that class in future. It is thus a system which makes it the especial business of the slowest men in the race to make the running just as fast as they know how, in order that they may, by making men who they know are able to beat them, and also the standard time, do so, and thus remove them from the class in which they are competing."

This really is practical working of class racing properly managed. Of course handicapping, if intelligently awarded, brings about the same satisfactory results, and we are not sure that if the latter system can be *ploperly* directed, that fast racing would be most likely to be the result. Our correspondent of last week who sent us a letter over the *nom de plume* of "2M. 48S.," seems to strike the popular chord. Something must be done in order to secure to the public races that will be exciting from pistol shot to the finishing line, and to this end we earnestly appeal to the Racing Board, that they take this question under serious consideration, so that our tournaments this season my be the unqualified successes that they should be. In connection with this question, we are pleased to notice that the races at Baltimore are largely handicaps, and we hope such care will be taken in the placing of men that it will encourage the Board to push on in the good work.

EVERY reader of the WORLD should now be making plans to be at Baltimore next month, and every rider should also pay attention to the advertisement of the Maryland Division, in which they present a scheme whereby *you* may become possessed of a valuable wheel. We commend this scheme to our readers from the fact that the motive is good, and the parties making it are gentlemen in whose good faith we have the utmost confidence. By all means read the prospectus and send in your subscriptions as per the advertisement.

ROWE WINS AND SO DOES TEMPLE.

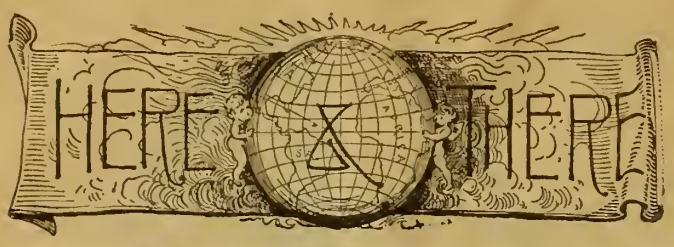
(Cable.)

LONDON, May 23.—At Birmingham today Rowe won the one-mile bicycle championship in 2 minutes and 45 seconds. Temple won the one-mile handicap in 2 minutes and 44 seconds.

ROUTE FROM PHILADLPHIA TO BALTIMORE.

THE best route to Baltimore and the one which will probably be taken by all of the Philadelphia clubs in their tour to the League meet is as follows: Between Philadelphia and Wilmington a choice of two routes is offered. The former is the shortest, being about thirty miles, but the road is in the main poor, while the latter is fifty miles, but is over exceptionally fine roads: Ride down Broad street to Moyamensing avenue, turn right to Point Breeze road, turn left to Tinnicum Island. At Lazaretto turn right to Moore's, then turn left to Ridley Creek, turn left to iron bridge, turn right to Chester, leaving Chester by the pike which leads direct to Wilmington, or take Lancaster Pike to Paoli, take left fork just above the railroad station to West Chester, leaving West Chester strike the Brandywine road to Chadd's Ford, leaving Chadd's Ford pass under railroad and turn right to double bridge with railroad beyond, after crossing turn left four miles from double bridge (after long hill at one and one-fourth miles), turn right up cinder hill and cross railroad to Kennett square, from which a pike leads direct to Wilmington, less than five mile distant. From Wilmington to Baltimore the following is by long odds the best route and was written out by Ex-Chief Consul Palmer: Down Market street, cross bridge on causeway one and one-half miles, very fine. After crossing second railroad, to causeway up slight hill, turn right on State road to Hare's corner, five and a half miles, good. Take path on right side when sandy. Continue on State road, through Red Lion, cross Delaware and Chesapeake canal, on Summit bridge, and five miles on to Middletown, twenty-five miles from Wilmington. Fine road, turn right in Middletown, cross railroad to Warwick, four and a half miles. Keep straight on for Cicilton, but when about one and a half miles out of Warwick turn right to Cicilton, six miles; turn left in Ciciltan to Frederictown, down steep hill to bridge, across Sassafras river to Georgetown, then on to Galena, five miles from Cicilton; turn right in Galena to Locust Grove, four and a half miles; straight through for Lynche's post-office, but when two miles out of Locust Grove turn right and on for Lynche's. When within about a quarter of a mile of Lynche's turn right, thus leaving Lynche's and the railroad on the left. Be careful not to take the road south of the railroad, as it is sand. Hanesville, seventeen miles from Locust Grove, is the next place; then on through Wills' crossroads to Tairlee, five miles; turn right to Tolchester Beach, six miles, and about sixty-eight miles from Wilmington. Take steamer to Baltimore, about twelve miles.

The above route has been comparatively unknown to Philadelphia riders, the route laid down in the Pennsylvania road book having been via the Baltimore pike, which, in places, is very poor. The greatest objection to the route above described, is that between Wilmington and Baltimore there is but one place, Middletown, where meals may be obtained, but riders could easily carry lunch with them when this objection is known to them.



KANSAS CITY.

"MENTOR."

The United Wheelmen of this city, Topeka Wheelmen, Ottawa Wheelmen, and the St. Joseph Ruralists' Bicycle Club have received and accepted invitations to spend the glorious Fourth of July in Leavenworth, the guests of the Leavenworth County Wheelmen. Leavenworth is a very pretty city, and is the seat of numerous historical events. Your correspondent is in receipt of a letter from Otto Wulfekuhler, Secretary-Treasurer of the Kansas Division, and it is worthy of perusal by wheelmen everywhere. It is as follows: "It is surprising to me to see only so few wheelmen here, for Leavenworth is noted for its fine drives, beautiful scenery and surroundings, of which first is Fort Leavenworth, three miles north, over a fine macadamized road, shaded by trees, and kept in order by the United States government. It is a lovely spot for sight-seers, a governmental city with its thousands of officers and soldiers, where is seen the glistening cannons, flying flags, clean kept quarters, fine large department and other buildings, cozy residences and a fine prison; and withal good drives all round. No grander views can be found anywhere. It has to be seen to be appreciated. Then south two miles is the National Home for Disabled Volunteer Soldiers and Sailors, a spot so filled with living historical reminiscences that, in a brief space, justice cannot be done. Here the Brigadier-General, the Colonel, the Captain, the Lieutenant, and the private meet on a common level, in a good cozy home, and will pass their last years on earth in quietude and repose. It is one of the prettiest places on the continent, nearly the whole being a forest a few years ago, through which drives and pathways have been cut, and underbrush cleared away. Fine barracks, buildings and residences for the officers have been erected. Then three miles further, or five miles from town, over a fine macadamized road, the whole way, is the little burg of Lansing, where the Kansas State Penitentiary, containing over nine hundred prisoners at present, is situated. The prison is built out of rock and looks like some old castle in Europe. Then on west of Fort Leavenworth is the renowned Sheridan's Drive, on a ridge covered with trees about three hundred feet above the surrounding country. The drive is over three miles long, shady and curving in every direction, from which can be seen the Fort, City, Missouri, Missouri River, and country for miles on east and south, and green and yellow farms and pasture lands for miles and miles on the west. Besides our streets are in good condition and mostly level. The city now has over three miles of cedar block paving, and work is still going on. There is only one thing lacking in interest to cyclers, and that is a race track, which we hope to have in a few years. The flyers can let themselves out on our fine roads, which are as good as any race track, only not being in a circle."

The United Wheelmen have inaugurated Thursday evening runs about town.

E. E. Menges & Co., agents for the Victor here, were burned out last Saturday (12), and a small stock of wheels were a total loss.

Chas. C. Candy, the Overman Wheel Company's Western representative, was in town last Saturday. The boys were asking where was Pulsifer, of Concordia, Kan., as he generally "bobs up serenely" whenever Candy is in town.

Jackson County is to have good rock roads. The matter is being agitated, and it cannot fail to end in the desired result. Independence avenue to the Blue is to be graded and macadamized. The appropriation has been made, and work will be commenced at once. Other roads throughout the country will be macadamized very likely this season. The wheelmen say, let the good work go on.

Nelson E. Haynes, Captain of the United Wheelmen, sent his wheel to the factory about a month ago, and in the meantime he has been disconsolate, and could not be comforted. To see a crowd of wheelmen spinning over town gave him the heartache. When it rained he was pleased, and when it was pleasant riding he was displeased. A few days ago his wheel came home, and the boys were happy to read the following legend written on the club blackboard: "My wheel has come. I am in town. Haynes."

Representative H. P. Stuart is eating off a mantelpiece these days. Last Sunday while coasting a hill, hands off, his wheel struck a raised paved street crossing, and the sudden rise was sufficient to make the wheel jump into the air with a terrific bound, and when it came down Harry failed to connect with the saddle. The result was he struck the pavement with a dull, sickening thud. Bicycling for a few weeks for him is a prohibited pleasure.

LONG ISLAND NOTES.

"WING-FOOT."

Among the Brooklyn clubs all else is given up for the moment in the excitement of the preparation for the great twenty-five-mile road race on Decoration Day. What an upsetting of plans there would be this year if one of the Jersey clubs should get the cup. It would seem pretty hard luck for the K. C. W. to give it up after holding it so long. The members of the various club teams are to be seen on the road nearly every afternoon nowadays, in the vicinity of the Park, or on the Jericho Pike.———I was much surprised to find myself the only cyclist down at Cedarhurst at the great Athletic Meeting on the 12th inst. More especially as the roads are some of the very best on the island. There is no track on the grounds fit for cycle racing, but I doubt whether its equal can be found for running or horse racing.

A fine, new hotel is being erected at Oyster Bay.

A number of the Harlem Wheelmen passed through Flushing last Sunday, bound for Jericho.

The K. C. W., L. I. W. and Brooklyns all had large delegations out at Orange and that vicinity on Sunday last.

Mr F. W. Lincoln, of the Mercury Wheel Club, recently rode from East New York to Flushing without a dismount—the first on record.

Concerning the bad accident which was supposed to have happened to a member of the Brooklyn Bi. Club, on the Irvington course, a few Sundays ago, I have found that the injury was no worse than a sprained knee, and not at all serious in its nature,

Mr. Lincoln, of the Mercurys, has at last succeeded in cutting down the distance from Brooklyn to Flushing to about twelve miles, in almost a straight line, a saving of six miles. The complete route cannot yet be given in detail, but I hope to have it ready for publication next week.

The Brooklyn Ladies' Tricycle Club now numbers fourteen members. The suit adopted is one of dark grey, with loose skirt, tight basque, and standing collar, on which are the letters "B. L. T. C." The club has runs every Wednesday and Saturday. One of the members rides a lady's bicycle, and makes even the boys hustle.

I have it from a pretty reliable source that we may expect news of a reduction of rates on the L. I. R. R. before long, for the short runs. The rates for the long runs have never been excessive, and very few will kick at paying a just rate to or from Babylon or Patchogue. In this connection I should like to say that nothing that I have said derogatory of the officers of the L. I. R. R. applies to Superintendent Barton, a thorough gentleman, and one to whom I am indebted for many favors.

Later—Since the above was written the news of the reduction of rates has come to hand. Bicycles will hereafter be carried on the L. I. R. R. at the following rates, viz: For 15 miles or less, 15 cents; for over 15 miles and less than 30 miles, 25 cents; over 30 miles, as at present. I hardly think there will any kicking at these prices. The wheelmen of the Metropolitan district owe their thanks to Mr. F. W. Nichols, of the Mercury Wheel Club, for the work which has brought about this result.

The grounds of the Flushing Athletic Club are becoming celebrated as one of the model establishments of the Metropolitan district. They contain a five-lap track of cinder, a fine ball field, eight splendid tennis courts, a perfect gymnasium, a locker room with shower baths, etc., a ladies' club house, and a fine bowling alley with four alleys. The formal opening took place on Saturday, the 19th inst., and on May 24th, 25th, and 26th the annual spring tennis tournament for ladies and gentlemens' singles will be played, open to members of the U. S. Nat. L. T. Assoc. The grounds are very easy of access, especially to New York wheelmen, by the way of College Point, and, as the track will be in good order by that time, they will be welcome to arrange as many scrub races as they please.

MINNEAPOLIS NOTES.

"VERNON."

The question of a track was brought up at the last meeting of the M. B. C., as it was understood that the Minneapolis Driving Park were anxious to put in a track for cyclers. Chas. Barwick, our Secretary and Treasurer, was instructed to inquire into the matter. If we don't have races here there will probably be some at St. Paul, but we want them here.

"Gentleman John," allow me to congratulate you on your change of *nom de plume*.

The Minneapolis Bicycle Club men are anxiously waiting for their League suit. I don't blame them for wanting to look spruce as soon as possible.

The cyclers here all thought that Rowe would surely "get there" ahead of Howell, but we were sadly mistaken. I think that after Rowe has been in England a short time, and gets used to the ways and weather, that he will show up better.

Several new names were handed in to the Minneapolis Bi. Club at their last meeting. Among them was C. L. Stacy, a little sawed-off fellow, who rides a 48-inch, but he can get over the road with the rest of them, as we have found out to our cost.

Our famous Washington Rink has been turned into a roller toboggan slide. You get your insides jerked around, your supper settled, or unsettled (?), and get scared half to death if you are at all nervons. A one-half-mile ride for a five cent piece.

The weather has been very bad for the last two weeks, but one day of sunshine, the rest of this period was employed by Jupiter Pluvius in making things very damp. With the west wind that we have now, the roads around in the suburbs will be all right in a couple of days, and then——!

George Bartlett was having a brush with a horse driven to a light wagon on one of our pavements the other day, and had fallen in behind the wagon when the driver suddenly held up, consequently George took a header into the wagon, broke the seat and dash-board, and also very nearly knocked the man out. Neither were hurt. I guess the fellow will not try that trick any more; it costs too much.

PENNSYLVANIA.

"ARIEL."

Reading wheelmen have been invited to take part in the hill-climbing contest for the medal offered by Kirk Brown, and when Wilhelm, Schwartz and Scheele—to say nothing of Smith—get to kicking the pedals up grade, some one has got to climb pretty lively if that medal is to stay in Philadelphia.

Summer jersey suits, matching the uniforms, are to be worn by both the Pennsylvania and Century clubs, and they will add greatly to the comfort of riding in hot weather.

Where is the Division meet to be held this year? No signs of life have yet appeared, although Scranton has been spoken of. What's the matter with Reading?

The Pennsylvania Club Committee did a great thing as a "card" for the club when they secured the privilege of Montgomery avenue free to all "Pennsy" members. The right to the road for the entire season was purchased, and hereafter the silver keystone pays no toll.

Saturday, the 26th inst., is the date fixed for the club supper of the Pennsylvania Club, which will come off at Wayne, on the Lancaster pike. The Bellevue Hotel will, feed the party, and a large attendance is expected. A moonlight run will be a feature of the wind-up.

Club mileages are rolling up in this city. The Pennsylvanias report 7,056 1-2 miles up to May 1st. The Century Wheelmen give their total to same date as 14,876 1-2. Captain Fleming's mileage for the month alone was 1,074 3-4 miles, which is as much as the the average rider rolls up in a whole season.

Mr. H. B. Hart has very kindly offered the use of his park rink as a place of storage for the wheels of the riders from New York and vicinity, after finishing up their century on the Lancaster pike, on June 16th. This offer will help us out very much, for to tell the truth, we would have been put to to store the wheels safely, all the club houses being already taxed to their utmost capacity.

Will my anonymous correspondent (who sent me a postal card correcting (?) my announcement of the changes in the officers of the Century Wheelmen) kindly notice that Mr. Bailey has resigned his office as First Lieutenant, Mr. McGlathery taking the position Mr. Collins retains the Second Lieutenantcy. As this is official I trust he will give himself no further uneasiness on the subject.

Seven members of the Philadelphia Bicycle Club have taken a house out at Bryn Mawr for the season, and will use the wheel in going to and from business. A couple of them are married, and the wives of these gentlemen (the ladies, by the way, are members of the club themselves) will manage the establisment, thus assuring solid comfort in addition to pleasure. It is astonishing how many club members are inquiring the exact location of the house, and it would not be at all surprising to hear of many an impromptu dance and supper, now that the married ladies can provide all that is necessary in the way of *chaperons*.

Messrs. Jackson, Gideon and Collins have been appointed by the Associated Cycling Clubs, at their meeting at the Germantown Club house last Tuesday evening, to represent the Association before the Highway Committee in Councils, when the ordinance for paving Broad street with asphalt is under consideration. A committee was also appointed to confer with the Pennsylvania Railroad officials with a view towards obtaining the transportation for bicycles when accompanied by owner. Messrs. Supplee, Wells and Hare are the gentlemen whose persuasive eloquence will, it is hoped, cause the obdurate Pennsylvania magnates to look at this important matter in its proper light.

The twenty-mile record for the Lancaster pike was broken again on Thursday, this time by Merrihew and Dampman, of the Wilmington Wheel Club. When the Tryon cup was offered for competion in inter-club races last spring, a ten-mile course was laid off from a point below Overbrook to the foot of Devon Hill. The best time over this course has been made by John Fuller, of the Pennsylvania Club, who covered the distance in one hour eighteen minutes and forty-five seconds. Thursday, Dampman and Merrihew lowered it to one hour fifteen minutes twenty-eight and one-fifth seconds. They were accompanied at the start by Mr. John A. Wells and Lewis Hill on a tandem tricycle, who were also after the record, but fate, in the shape of a led horse with a long rope, was against these two gentlemen, and when said horse stretched himself all about in the road, they wisely concluded to steer for the fence, much to the detriment of the latter. They landed in the field beyond but fortunately were uninjured. The machine escaped with but comparatively slight damage. The horse still lives.

NEW JERSEY NOTES.

"RATCHET."

W. B. Banker, of Passaic, says the Passaic County Wheelmen and Athletic Association will begin work on the new club house very soon. Mr. Banker rode down to Oraton Hall and says a ridable road between Newark and Passaic would be a God-send, as at present cyclists have to take to the railroad for a portion of the distance. Although his club is not affiliated with the "Alphabetical Association," its members will be out to see the road race.

The East Orange Road Committee has been authorized to have William street macadamized from Grove street to the Newark city line.

Monday, 28, the Orange Y. M. C. A. Cycling Club will run to Silver Lake; on Decoration Day they will start at 8.30 A. M. for Pompton Plains, and in the afternoon will witness the road race.

The Hudson County Wheelmen feel very proud of their club rooms, which have been newly furnished. A schedule of distances from the club house to various points is being arranged, so members can complete their mileage without the aid of cyclometers.

Mr. Sayre, who in former years ran the Newark-Irvington stage line, will put his stages in commission again on Decoration Day, for the accommodation of friends of the road racers, and will at short intervals make trips between the Irvington hotel and the starting point of the race on the top of Hilton Hill.

My dear Mr. Wells, I'll take it all back in regard to your "trying Eagle Rock," as I simply quoted what I was told was "straight." Glad there's no harm done. But, didn't you inquire for letters at the Newark post-office on Sunday morning, 6 May? If not, it must have been some oder chap wid de same name.

The Orange Wanderers will run to Elizabeth and Linden on the 26th, starting at 4 o'clock, and to Upper Montclair June 2d. At seven o'clock, the 28th, they will start for a jaunt around Roseville; 31st, Elmwood and East Orange; 4 June, Maplewood. On Decoration day they will start at 6.30 A. M. for Pine Brook, Morristown and Milburn, returning to Irvington in time for the road race.

THE Orange Athletic Club has definately decided to keep the cycling track at Roseville in condition for this season. A running track will be provided for just inside of the cycling track. The first field games of the club will be given early in June, and one of the attractions will be a two-mile club race. It is hoped that one or two half-mile dashes, handicap, and a one-mile handicap will also be arranged for.

A SEVERE accident occurred to Ira Metcalf, of Orange, on Saturday, 19. He was coasting down the Park avenue hill, when his wheel struck a stone, and he took a header. He landed on his face and head, driving his teeth through his lips, receiving a severe scalp wound, and dislocating his shoulder. He was stunned for some time, and was removed to his home in a wagon. At latest accounts he was resting comfortably.

I NOTICED what can be taken as a neat (?) comparison in a recent issue of the Chicago *Referee*, which said the Manhattan Athletic might send either Kluge or Powers to England. Great Scott! can it be possible that the far-seeing "Verax" places these two riders on an equal footing as far as speed is concerned? Veraxtraordinary must be his perception if he does. (Mr. Editor, please "set" this last sentence in diamond, so it has to be read with a glass.)

THE monthly meeting of the Orange Wanderers was held on the 16th. An invitation from the Hudson County Wheelmen, asking the Wanderers to co-operate with them in holding a joint race meeting on the Roseville track early in June, was accepted, and Captain Freeman was authorized to make all necessary arrangements. Several revisions were made in the constitution. Dr. T. N. Gray was elected a member of the Executive Committee, *vice* Mrs. Fredericks, resigned.

PITTSBURG and VICINITY.

"DUQUESNE."

THE Y. M. C. A. athletic grounds at old Union Park, corner Allegheny and Grant avenues, Allegheny City, opened on the 19th inst. Owing to lack of room they dispensed with the bicycle track. The grounds have been fenced and graded, and conveniences, such as lavatory and dressing rooms, provided. "Out-door sports have been arranged for, such as base ball, lawn tennis, throwing ball, running, jumping, quoits, etc., etc."

THE Beaver Valley Wheelmen will hold a race meet on Decoration Day, but may have either a road race or a hill-climbing contest.

SEVERAL months ago I asked for the grades of Federal street and Irwin's Hill. Mr. Lee will shortly level up Irwin's, but no one volunteers to survey Federal street.

BY the way, it is queer that some of the local riders do not climb "Irwin's," there certainly are some men in the city who could climb it. It has been ridden by two Sewickley men.

HILL climbing seems to be all the go now. Lenz and Wright climbed 18th street, South Side, and McGowin and Seidell polished off Sylvan avenue; they are both good grades.

PRESENT prospects are that the new cycle track will not be completed for some time to come. The affairs of this organization seem to be in *statu quo*. Unless some one does some hustling, we'll have to wait another year for it.

ROAD Hogs are scarce in this section, but once in a while they turn up and make things lively. Mr. Corbit was coasting one of the Perrysville grades "wide open," and hugging the right side of the road; he rounded a sharp bend and discovered a full-fledged Road Hog, who refused him room to pass. Result: Wheel badly battered, but the rider fortunately got off with a good shaking up. Mr. Corbit tried to get the name of the R. H., but his identity was concealed through the speediness of his horse.

NEW ENGLAND.

"THE JOTTIST."

AS we swung through Berkshire Hills last week, we noticed several large, round and elegant snow drifts, still lovingly lingering in the hollow and shady places. It made the cold chills run down our back, and it made the vision of soft summer zephyrs seem almost a Utopian dream. This view of the "beautifull," calls to mind the fact that we saw snow in the city of Boston, in the month of July, some three or four years ago, and so that we may not be put down as prevaricators, we would add said snow had drifted into an unused cellar, in a narrow street in the "North End," and then kept clean, white, and cold during half of the summer.

THE Hartford (Conn.) Wheel Club will "picnic" at Winsor on Decoration Day.

THE rumor that George Hendee would return to the path this season, seems to be without foundation.

THE Rutland, (Vt.) Bicycle Club is no more—Cause, bad roads and matrimony. Again we wonder why cycling and matrimony do not mix.

THE Berkshire County Wheelmen of Pittsfield, Mass., propose to hold their annual banquet at Pittsfield, some time this month, and arrangements are now being made.

THE Brookline, Mass., Bicycle Club takes its annual outing June 16th, 17th and 18th, and will make the run along the North Shore, passing through Beverly and Manchester.

NEW HAMPSHIRE and the League are to lose a good cyclist in the person of Mr. H. M. Bennett, who has served in the capacity of Chief Consul for that State for some time past.

THAT Howard P. Merrill has got back to Springfield, at his old post on the *Union*, is readily observed by the fact the *Union* is stirring up the dormant cycling interest in that city.

MESSRS. BICKNELL and Woodward, of Waltham, met with an accident while riding their tandem in Newton last week. Bicknell sprained his wrist, and the machine was made a wreck; hence much sorrow and gnashing of teeth.

MASSACHUSETTS members, please refer to the official columns for particulars of the Spring meet of the Division. Make a note of this. The date is May 30th. Captains of clubs should report to Dr. Kendall the exact number they expect to bring.

THE road commissioners of Brockton, Mass., have been doing a good piece of work this spring by macadamizing a portion of Broad street, between the corner and the depot. Now let them continue this kind of business for a few years, and we will have good streets.

ALFRED HALE and Victor Kuhn have arranged a twenty-five-mile match for $50 a side, to be run over the McCurdy course, starting in Waltham. The date fixed is May 30th; the hour of starting will be named later on. There is blood on the moon, so they say.

WANTED: A small boy with large muscular development, lots of patience, and chock full of discretion. Knowledge needed, only to be able to turn the crank of a cyclometer-attached bicycle that is standing on its head in my back yard. Address, Road Record Fiend, Podunk, Mass.

THE Springfield wheelmen will probably have a grand field day on the 30th. Great effort is being made to have a grand parade of riders, of both sexes, and then a picnic at Whitman's Grove, Agawam. Captain Eldred and Howard P. Merrill have the scheme in charge. It is hoped to have 300 riders in line.

OFFICER RYAN, of Newton, Mass., had Charles G. Musans and Walter M. Willett of Cambridge in court Tuesday afternoon for violation of the city ordinance in riding bicycles on sidewalks. They were each fined $3 and costs, and that is just as it should be. The *roads* of Newton are good enough for any bicyclist.

JAMES NORTH, a young man residing on South Main street, Hartford, Conn., broke his leg just above the ankle, last week, while riding his bicycle. The accident was a peculiar one, the young man being thrown while attempting to cross the tramway tracks. The fall was not a severe one, but he caught his foot in such a way as to break his leg.

THE road officers of the Jamaica Plain Cycle Club of Jamaica Plain, Mass., have offered a gold medal to the member attending the greatest number of club runs for the season. In order to receive same, the member must have attended at least two-thirds of the runs called. The medal is to be awarded at the next annual meeting in March.

HARRY L. HARVEY, who was arrested in Providence a few weeks ago for the larceny of bicycles in Malden and in Everett, and who is now in Cambridge jail awaiting the action of the Grand Jury, turns out to be a well-known criminal, having served two years in Dedham jail for breaking and entering, under the name of Richardson, and is said to have served in several other institutions.

A BRIDGEPORT, Conn., exchange says that "the wearing of long trousers and Derby hats, on club runs, is in poor taste and should be discouraged." We agree; but we should think the discomfort of the individual in riding thus dressed, would be "discouragement" enough. By the way, they have a "daddy longlegs" in Bridgeport, who bestrides a 62-inch bicycle.

OUR FAMOUS AND PATENTED RAMS-HORN BAR.

ORIGINAL AS IS OUR ENTIRE BICYCLE.

PORT HURON, Mich, April 14, 1888.
I much prefer the Rams-horn to the Spade handles. The Spades admit of but one attitude for the hand. S. A. WOOD.

LITTLE FALLS, N. Y., April 17, 1888.
In regard to the relative merits of the Spade handles, and Rams-horn Bar, I would say: that for *hill climbing* there is *no comparison*, the *latter being far superior* to the *former*, but for ordinary *level* road riding, one is perhaps as good as the other, and *both are far better* than any *other form*.
J. E. SEARLES.

HORNELLSVILLE, N. Y., April 18, 1888.
I have used the Rams-horn bar for over a year, and think it the finest handle-bar out. For hill climbing, road riding and general hard work on a wheel, it beats them all. R. M. PRANGEN.

PROVIDENCE, April 14, 1888.
In answer to your inquiry about Rams-horn and Spade Bars, we think the former preferable and better liked this way. E. G. BILLINGS.

ELMIRA, N. Y., April, 16, 1888.
I have used the Rams-horn handle-bar for one season, and have tested it thoroughly in road riding and hill climbing. I consider it the easiest bar made. It allows a person's arms to rest in their natural position by the side, and in continuous riding one can rest their body a great deal by allowing their weight to fall on the bar, which they cannot do on the Spade handle or Cow-horn Bar. As to hill climbing, it is very evident that the closer a person's arms are to the body, the more strength they have in them; consequently the Rams-horn handle has the advantage over the other makes in this respect. As to looks, it has been acknowledged by all with whom I have met to be the most graceful bar made. C. M. JONES.

FLINT, Michigan, April 15, 1888.
They are more natural to reach than the Cow-horn bar and the Spade handle, and I also think that they are a very desirable handle-bar in coasting and hill climbing. HARRY BRIDGMAN.

MINNEAPOLIS, Minnesota, April 16, 1888.
I have used the Rams-horn handle bar on my Light Champion since May 1887, and am highly pleased with it. I think that those who have given this bar a thorough trial will agree with me, when I say that it is one of the best bars on the market. Wishing you and the Rams-horn bar success.
H. J. PUTMAN.

BAY CITY, April 13, 1888.
You ask my opinion of the Rams-horn bars as compared with Spade handles. In reply I would say that while I have not used Spade handles very much yet I would prefer the Rams-horn handles as far as my experience goes. The mode of fastening the bar to the head which you use, gives a range of the whole circle in adjustments and permits of positions which the Spade does not allow. The Rams-horn bars, too, never *hurt the fingers* in stiff pulls at hill-climbing by slipping down and pinching in the angle of the handle. For speed, too, the Rams-horn bars by their capacity for low, forward adjustment are better than the Spade. For a good *lift* up a hill give me the Rams-horn every time. Then in mounting, whether by the step in the rear, the pedal mount, the side vault or the vault from the rear, the Rams-horn bars are superior by a great deal to the spades. These are some of the considerations which incline me to favor the Rams-horn bars, especially since you have *screwed* the handles on. BURT ESTES HOWARD.

LYONS, KANSAS, April 12, 1888.
We think that the Rams-horn is far and away the best bar ever invented. It is stout and gives a greater leverage than any other style of bar. All of our customers who have tried this prefer it. Timid riders, many of them, object to it on the ground that in the case of an involuntary forward dismount, they are more apt to retain the rider in their fell embrace. We think that this is an error and that there is no more danger than with C. H. bars. J. H. ERNEST.

WARREN, PA., April 12, 1888.
Concerning the Rams-horn handles, they are the finest handles ever seen in this town, or ever put on a wheel. C. F. L. KINNEOR.

LOUISVILLE, KY, April 11, 1888.
In regard to our opinion of the Rams-horn bars, according to all of the riders, we think it a much better handle-bar than the spade. All the machines we sold so far this season, they have taken the Rams-horn bars in preference to the Spade, and all riders that are using them say that they are the best handle-bars they have ever used.
KRAFT & ADAMS.



DAYTON, OHIO, April 10, 1888.
Replying to your letter of April 9th regarding the Rams horn handle bars, will state that we think they will become very popular after riders once get used to them. We find our customers are a little dubious at first, but, after they have tried them, they invariably like them the best. Only one of our customers has ever gone back to the Cow-horn and plain handles after trying the Rams-horn. A. W. GUMP & CO.

PEORIA, ILL., April 11, 1888.
We are enthusiastic indeed over the Rams-horn bar as you will see by the send off we give it on page 6 of our catalogue. It is certainly far ahead of the Spade in every respect.
GEO. W. ROUSE & SON.

I have sold over fifty machines with the Rams-horn bars, and I have yet to see one broken or badly bent, or a rider who is in any way dissatisfied with them. J. H. ISHAM.

I have ridden with both the Rams-horn and Spade handles, and I have never found anything equal to the Rams-horn in strength and comfort.
B. F. SPIRE.

I have ridden the Champion one season with Rams-horn bars. They are the strongest and most durable bar I ever handled; would prefer them to all others. T. M. LYMAN.

BUFFALO, N. Y., April 17, 1888.
I wish to express my satisfaction with the Rams-horn handle bars. I find them much more comfortable and stronger than any other that I have ridden with. D. FRANK.

Let me add my testimony in favor of the Rams-horn bars. I have ridden all kinds including Spades, and find that the Rams-horn fitted with your perfect fit handles, suits me perfectly.
E. A. WODE.

KENOSHA, April 18, 1888.
Yours noted. Would say am well pleased with Rams-horn handles and think they are daisies.
C. A. DICKHANT.

CINCINNATI, April 18, 1888.
We find the Rams-horn bars almost a necessity on a bicycle now. B. KITTREDGE ARMS CO.

DETROIT, MICHIGAN, April 11, 1888.
In your letter of the 9th you ask my opinion of the Rams-horn bar. It is positively the best bar ever put on a bicycle, to my knowledge, and if you can make them to fit any wheel I can sell a dozen here at once. C. H. SMITH.

CHICAGO, April 17, 1888.
Having used Spade handles on my machine for a season, I was throughly convinced they were never to be superseded by any superior, but being persuaded to make a trial of Gormully & Jeffery's Rams-horn handle-bar, I was surprised to see the superiority of them over the Spade handles. Hereafter I shall use only the Gormully & Jeffery's Rams-horn handle-bar for my machine.
S. T. KIMBELL.

FLINT, MICHIGAN, April 15, 1888.
About one year ago I ordered a 56-inch American Light Champion with Rams-horn bars. I have ridden this same machine 3109 miles, having used it in my Eastern tour. I now want to give you my opinion of what I consider one of the greatest inventions ever gotten out for a Bicycle, viz: The Rams-horn bar. I have found it far superior to the Spade, although I thought, after using the latter nearly two seasons that they had no equal, and only tried your famous bar as an experiment, a happy one it was too. Its advantages over the Spade as I have found them, are, viz: Less liable to break when falling sideways. Easier to mount, by step, pedal, or vault, as they are within easy reach. Do not spread one's arms so far from the body as to tire the shoulders, when long in the saddle, convenient to get "legs over" when coasting, or taking a fall. *Never* chafe the hands at thumb joints. Better purchase and consequently greater power in hill-climbing. And many others that can only be appreciated by using them. During the time I used Spades it cost me $5.00 or $6.00 for repairs on them. I have not paid a cent for these. While I was touring many Wheelmen tried my machine, and the universal expression was, "Ain't *those bars* slick?" "Best I ever saw," etc. As for myself I would not go back to the Spades under any consideration, providing I could *get* Rams-horn.
J. ELMER PRATT.

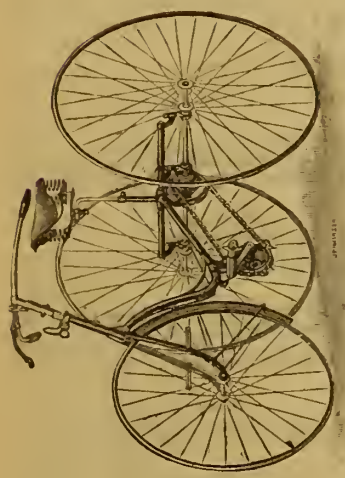
P. S. Think your perfect fit handles are going to be a great success—like them very much. J. P.

We will Fit this Justly Celebrated Bar to Any Well Known Make of Bicycle.

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"CHALLENGE" ROADSTER. 50-inch, $100.
The best machine ever built for the money, including Spade Handles and Detachable Bar.

'CHALLENGE" ROADSTER NO. 2. 50-inch, $75.
A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. $135.
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"MINIATURE" SAFETY. $60.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

"MINIATURE" TRICYCLE. $70.
30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

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No. 1.	For Gentlemen	$175
No. 2.	For Ladies or Gentlemen (The above furnished with "Singer's Patent Axle and Bridge.")	175
No. 3.	For Ladies or Gentlemen	160

SPECIAL "S. S. S." TRICYCLE. $185.
30-inch side wheel; 28-inch front wheel. Convertible for Lady or Gentleman

"S. S. S." TANDEM. $250.
Steered by either rider.

"TRAVELLER" TANDEM. $235.
40-inch side wheel; 22-inch trailer.

THE "VELOCIMAN" TRICYCLE. $195
The only practical Hand Power Tricycle for Invalids.

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W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

'Tis true in this century, as of old, that if the mountain refuses to progress towards Mahomet, why, then the prophet must perforce proceed to the mountian. We are led to remark thereby, as we hear that the Springfield Bicycle Club have voted to hold their Fall Tournament at Buffalo on the dates of September 4, 6, and 8. A remarkable resolution, and one without precedent, we think?

Five members of the Cambridgeport Cycle Club participated in their century run to Providence last week. They arrived at twelve o'clock, and were cordially welcomed by Messrs. C. N. Tucker, F. N. Doule, and others of the Rhode Island Wheelmen. After visiting the principal place of interest, they started for home at three o'clock, arriving at nine o'clock; distance ridden, one hundred and six miles.

At Chestnut Hill Reservoir last Thursday evening, a couple of fair damsels from Waltham captured a tandem tricycle. They mounted and started away full of joy and glee, but, alas, pride cometh before a fall, and in this instance the fall came d— q—. The pair were badly shaken up and went away sad and sorrowful, leaving the tandem and their joy and glee all in one little heap. The *names* are suppressed "by request."

Charles Whitworth, of Biddeford, Me., had a $40 horse and $135 bicycle. He keeps these in the same barn. The horse knocked the bicycle down and walked all over it. The bicycle is a wreck, the horse is O. K. Charles is mad and the air in the vicinity of Biddeford has had a sulphurous odor for the past few days. It is kind of tough to have a $40 horse do $135 worth of damage, and if we were Charles we should talk old English also.

An ice machine has been invented by Mr. Joseph Heidorf; it is described as having a driving wheel 52 inches in diameter, with spurs on tires, furnishes the power; and this wheel is set in a huge skeleton frame of iron, with steel runners. The machine is propelled by cranks or by pedals. The rider sits on a seat on the driving wheel, in about the same position as riding a bicycle. There is a lever to raise or lower the driving wheel to any desired height; and brakes are provided that it may be stopped instantly when in motion. The propeller is six feet high, seven feet long and weighs 158 pounds. Mr. Heidorf says it cost him over $400; but he thinks many improvements may be made and that the machines may be turned out for $40 or $50 each. Last March he tried the propeller for a short distance on the Hudson, and it worked in a satisfactory manner. He also thinks it can be used to advantage on a heavy crust.

NEWS AND COMMENT.

If any one doubts that the Buffalo Tournament will not prove a success, they have only to know that Henry E. Ducker has resigned his position with Gies & Co., and will devote his entire time and attention to the affairs of the coming tournament, to have the doubt vanish. This will give the venture an assured successful ending. We wish Mr. Ducker every success as Manager and Director of the Buffalo Tournament of 1888.

We desire to offer our congratulations to Sam Hollingsworth, in that he has taken unto himself a partner for life.

Cycling photographers pay attention to the advertisement of the Boston Camera Co., that appears in these pages.

Massachusetts L. A. W. members are referred to the official columns for particulars in regard to the spring meet of the Division.

We hear that Mr. Ducker has invited Mr. Hillier to referee the Buffalo tournament. We hope it is true, and we hope, if so, that Hillier will accept.

Goodman Bros., of Hartford, will issue the usual official score cards for the Baltimore races, and will issue for all the important meetings to be run this season.

We have to thank Mr. J. A. Chase, of Pawtucket, R. I., for one-half dozen copies of a map showing the best route between Boston and Providence, via Cobbs' Tavern.

Massachusetts members should read the advertisement of the Merchants and Miners line of steamers, which will land them in Baltimore and bring them back at low rates.

The price of the Connecticut Road Book to League members outside Connecticut, is $1.50, but to the Connecticut Division members the price is $1. The edition is selling like hot cakes.

To Chief Consul Dr. Cooley, of New Jersey, and Dr. S. A Defoe, of Washington, N. J., is due most of the credit of getting the Liberty Bill of that State through the legislature. Dr. Defoe was particularly active in getting the bill passed.

It seems our Newark correspondent made an error in the statement to the effect that the Pleasure Bowling Club, of that city, had joined the Atalanta Wheelmen.

The rains out West, in Springfield, Ill., have been so frequent and heavy this spring that the wheelmen out there, when they go for a run, speak of it as taking a "sail" or a "paddle."

We have just discovered in our *Wheelman's Reference Book* that the date given of Dick Howell's birth, 1868, was an error. The *errata* in the *Reference Book* gives the correct date at 1858. This makes Howell's age 30 years, just as we supposed.

This looks as though a protest might be entered: "There are 70 entries for the great Pullman Chicago road race!" If they all start, or even a good proportion of them, we think it will be too much to expect that the public will quietly acquiese.

Captain S. Wallis Merrihew, on behalf of Frank M. Dampman, B. F. McDaniel and himself, all of Wilmington, Del., challenges a team of any four men from Philadelphia to a twenty or twenty-five mile road race. The route to be on the Lancaster pike.

An earnest inquiry is made by an exchange as to the whereabouts of McCurdy. When last we heard of him he was travelling towards the setting sun in search of some one to back him for $500,000 vs. time; McCurdy to hold the stakes and to be given twenty-four hours start.

A couple of Britishers thus discoursed: "Yes," said No. 1, "we have lots of cycle papers, but I am afeared there is no cycle literature of any value." Then No. 2 got in his work, and said, "I'm not so sure of that, I've 'eard my father say that the cyclo-pedia is one of the most valuable works published."

All bicycle riders going to the Irvington-Milburn, N. J., race, on Decoration Day, should not fail to call at H. A. Smith & Co.'s store, in Oraton Hall, Newark, and stock up on sundries. Responsible riders not wishing to drag their wheels from New York or Brooklyn, can hire any kind of wheel from this firm, for the day. Make note of it and act.

"In the suit of Gormully & Jeffery Manufacturing Company vs. the Pope Manufacturing Company on the Duryea saddle patent, heard in the Circuit Court in Chicago on the 14th inst., the court decided for the defendant and dismissed the case. The Gormully & Jeffery Manufacturing Company prayed an appeal, which was allowed upon their filing a bond."—*Globe*

The development of inventive genius in the Nutmeg State is something extraordinary and peculiar. Nothing more unlike all previous methods used in road-book making could well be conceived, than the plan upon which the new Connecticut book is constructed. The advantages of this method over the old tabulated route system are so apparent that it will doubtless be used hereafter in States where suitable maps can be obtained to make it practicable.

The following is a list of towns and cities through which the proposed path to New York is to pass: Milford, Stratford, Bridgeport, Fairfield, Southport, Sangatuck, Norwalk, South Norwalk, Darien, Stamford, Riverside, Cos Cob, and Greenwich, in Connecticut; Portchester, Rye, New Rochelle, Westchester and Morrisana, in New York. A special appeal is made to wheelmen of New York City, Harlem and Brooklyn, as it affects them in particular, and its success depends greatly on their aid.

The Providence party came to Boston last Monday as announced in our last issue. The day proved fine, and the roads were found in excellent condition. Dr. Emery and Captain Lowell, of the Roxbury Club, together with Captain Kendall, of the Bostons, did the honors on behalf of the local riders. After riding all day, and after a good dinner, the party all went to hear Mansfield, in "Monsieur." The 11 P. M. train for home was then taken, and all the tourists put the 21st down as a red letter day in their personal history.

A. B. Ill., writing from Kankakee, Ill., under date of May 15, says: "It deeply pains me to make the announcement that Geo. F. Crawford, one of the nine men who made the through trip of the Southern League Tour last year, from Philadelphia to Staunton, Va., died last week, after an illness of about a month. Mr. Crawford was one of our oldest riders, in point of experience, the soul of honor, a splendid fellow, a christian gentleman, and an enthusiastic admirer of the wheel. At the time of his death he was President of the 1st Ill., Illinois National Guards, and President of the Kankakee Bicycle Club. A magnificent broken wheel was among the floral tributes at the funeral.

We clip the following from the New York *Press*: "A development of the tricycle which we have not seen over here yet, but which seems destined to play an important part in European war-

fare; this is the so-called 'centipede.' It consists of some twenty-five or thirty tricycles fastened together in a long line, and it carries soldiers and their ammunition. * * * At first sight one would feel disposed to be rather skeptical as to the working of the machine, because of the great and unequal strains which must come upon it." Yes, "rather skeptical" is good. We have a feeling that way, especially as to the "twenty-five or thirty tricycles fastened together in a long line." Our friend of the *Press* is about eighteen to twenty-three tricycles too many. Singer's War Cycles have from four to seven pair of wheels. This type is *not* the success that was expected.

ANENT MR. HILLIER, THE ANCHOR AT RIPLEY AND SEVERAL OTHER DIVERTING MATTERS, BY "JACK."

THERE are many more pretentious hostelries in merry England than the little Anchor Inn at Ripley, in sweet Surrey, but few indeed that are so dear to the cycler.

To-day I had the pleasure of riding with Mr. George Lacy Hillier from the "Angel," at Ditton, to the "Anchor." Mr. Hillier was mounted on a big 58-inch "Invincible," while I trotted along on a dwarf safety. I hope that I shall never again say an unkind thing about Mr. H., for he is as pleasant a gentleman as I have met in some time, and his chat on cycling is interesting in the extreme. The man who thinks that Mr. G. L. H. is "anybody's fool" makes a big mistake. He knows more about cycling in a minute than most authorities (?) do in a life-time, and he's still quite fast, enough for the majority of the Ripley Road fiends. Speaking of the races between Rowe and Howell, and which Howell has won from Rowe, Mr. Hillier gave it as his opinion that Rowe was clearly jockeyed by Howell in every race. "You see Howell has had such a lot of 'miscellaneous practice' with all kinds of riders, while Rowe has been racing against a lot of men whose times and tactics were practically known."

Mr. Hillier looks for a great many more good performances from his *protege*, Freddy Osmond. He says: "If Osmond will do just exactly what he is *told* there is no telling where the mile record will be put when he 'fills out' a little bit. You see Osmond has shown such remarkable form for a boy of nineteen years, and I do not think he is at anything like his best. Why, I was down at the palace track a few days ago with Freddy, and although I was on an ordinary, Freddy could do almost as he pleased, he being mounted, at the time, on his trike." (And G. L. H. is not such a slow pace-maker yet, by any means (note).) Mr. Hillier says he thinks Woodside, if properly handled, could surprise everybody, even himself. "Why Woodside has never done anything like what he might do, if *handled carefully*."

To-day the

"BOUNDERS" ARE OUT

on tall ordinaries in large numbers. "Bounder" is a term used to designate the peculiarly loud and offensive mortal whom we often unthinkingly term a "cad." Mr. Hillier, in chatting on this subject yesterday, showed that he was a much kinder and more charitable mortal than the American press has generally given him credit for. "Speaking of those cads on castors," said Mr. G. L. H., "I am glad to see them on the road. Why, it is much better than loafing around the public houses. True, they may get thirsty on the road, and if they do drink a little they earn it. You can't always blame a man for being a 'cad.' In nine cases out of ten he is a child of circumstances, and his behavior is only a reflection of his up-bringing. And then when he sits down at the cyclist's *table d'hote* on Sunday, at the 'Anchor' or the 'Angel,' he finds that he is a kind of 'white crow,' and that fellows walk around him. Next time he comes down the road he will do all he can to arouse no comment, and gradually, by force of imitation, he throws off some of his barbarisms, and becomes more after the manner of a quiet member of society. Oh I wish," said Mr. Hillier, "that some charitable institution would gather in all the bounders, teach them to ride, and send them out to enjoy the green fields and fresh air on Sundays, instead of guzzling over pots of beer, and telling blue stories in some low public house." And this from a man who has been called anything but liberal and open-hearted. You see, Mr. H. is like any other man who has been, unquestionably, a pioneer, authority and leader. There are always howls of disapproval, and dyspeptic wails of discontent from the envious opposition.

"JARGE" IS ALL RIGHT,

take my word for it. I have written some billious paragraphs about this man, which, since I have met and studied him (and he is a study), had better been left unwritten. There are more men than Mr. Geo. Lacy who doubt some of the Springfield records. I trust that the day of makers' amateurism and marvelous records (?) is past, and that "teams" are going out in popularity.

With the revival of amateur racing we might expect some good. Why, the ancients were more than content with a wreath of laurel. They were after glory, and not gate receipts. Let us have some good amateur road races this season. Why not have a fifty-mile or 100-mile road race over the BICYCLING WORLD course, open to any American amateur? Hang this money, money, money business. Get the girls interested. Get a few prizes made by feminine fingers fair. Choose a sponsor and maids of honor to give the prizes, as they do at the tilting tournements in the South, Invite all the girls you know, and let us have some races run from start to finish, when a little pluck and muscle are used in place of the present fashion of cold blooded statistics, which result in slow time and disgusting last lap races. Let there be a time limit to all events, and let the best man win. Let us leave jockeying, cheating and swindling to the "pros." Who would not rather win a pretty pair of slippers,

WORKED BY A PRETTY GIRL,

and have her present them herself, than all the abominable cups or shields that ever stood sentry on a jeweller's show case. Who?

Jack Keen, "the old war horse," has been at work on a pedal for safeties, which is, I think, a fairly good contrivance. I made a trip to his works yesterday to inspect it. I think that Bown (the ball-bearing man) is going to experiment with it. It *seems* to be a good thing, and would get over that common cause of tumbling off a safety, striking a large stone or other obstruction with one of the pedals, and being bounced immediately. Those who have ridden the rear-driving safety on rough ground will understand this. Keen has got an order for six water cycles for the "Salvation Army" (small endorsement) to make missionary psalm-sinping trips up the canals of merry England. By the time that "slow old Jack" gets the frame-work made, the "S. A." may have passed out of existence, There is a good chance for some real live American cycle manufacturer to make a good toe clip. While these things, as they at present are made, are grand things for getting over dead centres. and getting a little upward pull when the pedal is coming up, yet they are (those I have examined, some four patterns) dangerous in the extreme. I *think* that I have an idea that will knock them all out, which I shall submit to an American maker when I return. It is simple, inexpensive and light and does not rattle. I have also a device for tightening the chain on safety tricycle, which has, I think, certain merits over those devices at present in use.

As I write, Sydney Lee, the Pope Manufacturing Co.'s English agent. is lying on the sofa, spouting extracts from the Pickwick Papers. The noise of this literary treat may have had something to do with this hap-hazard letter.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

For full particulars see the "World" of issue of May 4.

SUMMARY: Rendezvous—Newark, evening of June 15th; Friday, leave Newark at 4 A. M.; Saturday, June 16th, via High street and Frelinghuysen avenue, down the latter to the cross cut below Waverly, to El Mora, to Cranford, to Westfield, to Plainfield, (short rest), to Bound Brook, to Sumerville, (rest and refreshment), to Trenton via Pennington, (Dinner), to Bristol, with a choice of routes from the latter town to Philadelphia.

Headquarters at Newark, the Continental Hotel. Dinner at Trenton, at the Trenton House, 75 cents.

The run will be under the command of Capt. Clarke from Newark to Plainfield; under Capt. Martin from Plainfield to Trenton; and under Capt. Crozer from Trenton to Philadelphia. For "Capt. Martin," in last week's notice of the change of command, read Capt. Camp.

Club captains and all unattached riders are requested to report at the headquarters as soon as they arrive, for assignment to places in line. Unattached riders are requested to state, when they send in their names, to which club they prefer to be assigned, if they have any preference.

Mr. W. E. Fuller, of the Brooklyn Bicycle Club, and W. F. Murphy, of the K. C. W., are hereby appointed two of the buglers of the run—two New Jersey buglers are desired.

THE design for the silver memento not having been finished satisfactorily, the exact cost cannot be announced yet, and it is rather doubtful whether they are made at all.

A run around the Oranges will probably be made on Friday, the 15th, by those of the century runners who arrive on time.

The committee wishes to hear from clubs of Sumerville, New Brunswick, Roselle, and all other wheelmen on the route who desire to join the run, and have not received special invitation.

All suggestions will be welcomed.

L. A. CLARKE, Secretary,
25 Broad Street, New York City.

BALTIMORE

AND THE

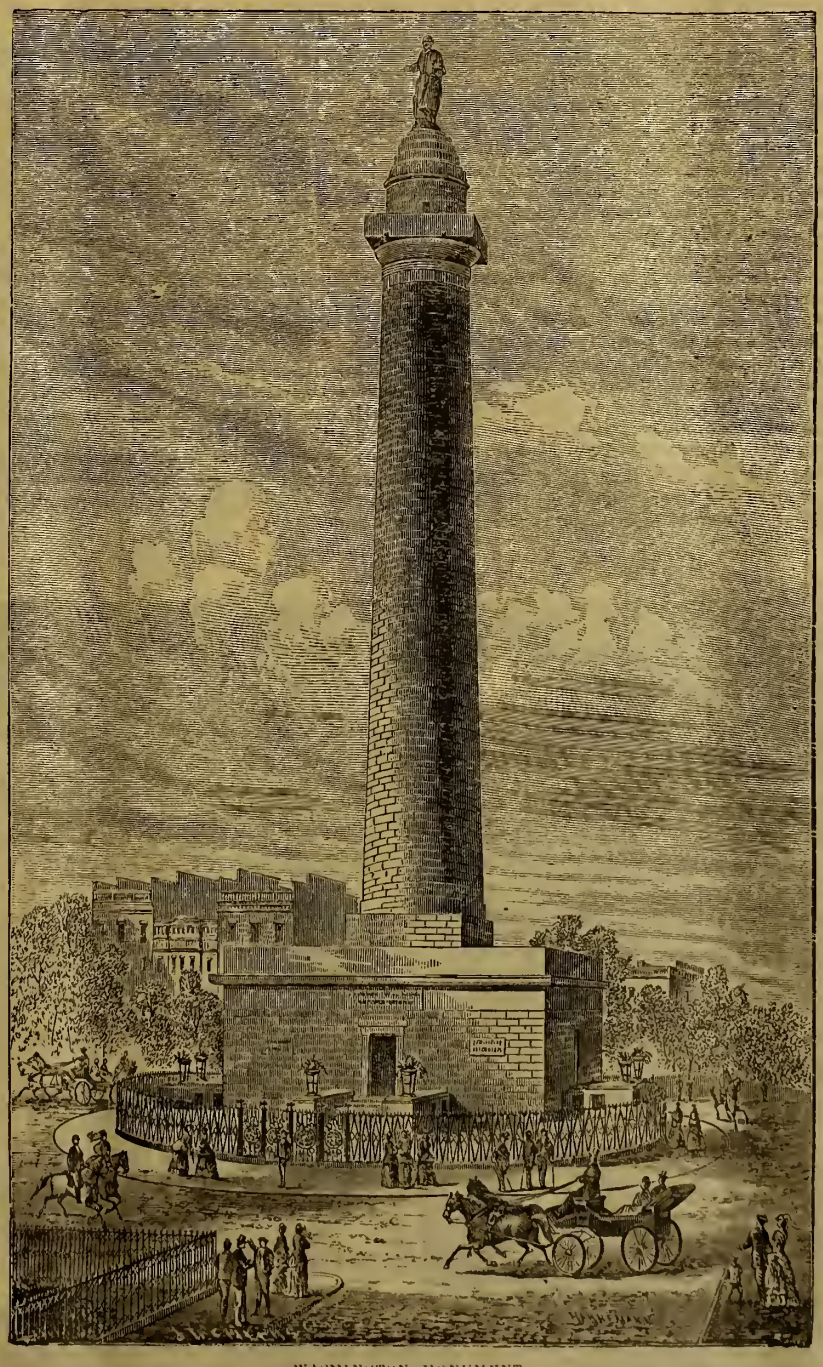
Ninth Annual L. A. W. Meet.

It may be interesting at this time, to the members of the L. A. W. and cyclers generally, to know something concerning Baltimore, where the Ninth Annual Meet will be held on June 18, 19, and 20. To do so, we will first introduce our reader to a brief historical sketch of the city, then the attractions surrounding, from a cycler's standpoint, and the programme to be carried out during the three days in June.

The present site is the fourth location of the city. Original Baltimore was on Bush river; the second on Forster's Neck; third at Joppa, and the final one on the branch of the Patapsco river, about fourteen miles from the Chesapeake bay.

Baltimore is 115 years younger than New York, a century younger than Boston, and has seen 45 years less of life than Philadelphia, although born herself in 1730.

Whilst George Washington was first in peace, war and the hearts of his countrymen, the chief city of Maryland occupies that position in regards to many other "mundanisms." Let us take a short stroll and gaze on some of them, starting from Barnum's City Hotel, the first hotel of any size ever built in America, it is but a few steps to Battle Monument, erected in honor of the sons of Baltimore who fell in the battle of North Point, in 1812, when the British were beaten back, Washington saved, and the national anthem, "The Star Spangled Banner," born. That shaft, jeweled by the names of those who fell, is the only one erected in the country commemorating the second war against Great Britain. It stands in what is termed Monument Square, where most of the important political open-air meetings are held. Across from it to the eastward, is the new postoffice, which reminds us that Wm. Goddard, of Baltimore, established the present postoffice system.



WASHINGTON MONUMENT.

Continuing our walk to the eastward, along Fayette street, pass the City Hall, which, by the way, is one of the few public buildings in the country built within the original appropriation, we reach the Holliday Street Theatre, the third of its name, from whose stage was first sung the words of "The Star Spangled Banner," that have since echoed from the forests of Maine to the grassy plains of Texas; from the frontier of Washington Territory to the everglades of Florida.

Continuing east to Gay street, we find Odd Fellows' Hall, and learn that in this city the first Lodge of that Order in the country was formed by Thomas Wildey, to whom a monument has recently been erected, and here their first building was erected.

Going south, down Gay street, and turning west on reaching Baltimore street, we soon reach the iron buildings of the *Sun* and of the *American* newspapers, the latter established in 1773, whilst the former was the first paper in the country to use the Hoe type-revolving cylinder press. It was here the first Sunday newspaper was printed.

Passing on up to Charles street, we turn to the north, we pass the Masonic Temple, and a little farther, on the opposite side, the Young Men's Christian Association building, which recalls to us that the first temperance society was formed in this city.

On reaching Mulberry street, we see, looking to the left, a large dome, that recalls a Turkish mosque; it is the top of the first Catholic Cathedral erected in America, and we remember that the first general council of the Catholic clergy was held here, the first Archbishop of the Church appointed, the first Catholic theological seminary was opened, and the first Sisters of Charity organized.

It is here, also, that we get the first good view of Washington's Monument, which stands at the intersection of Charles and Monument streets, so continuing our walk, we soon stand at the base of the first column ever erected to perpetuate the memory of the father of his country. Whilst alternately gazing on it and the handsome residences of the wealthy families that cluster around it, one can hardly realize that in 1814, when the corner-stone was laid, and for years after, the Monument stood in the midst of a woods.

Whilst contemplating the shaft, and reading the different "commemoratory" inscriptions, ones thoughts naturally revert to the infancy of our Republic, and we find that the Continental Congress assembled in Baltimore, and invested General Washington with dictational powers; it was here the two cruisers, the "Hornet" and the "Wasp," were fitted out, being the beginning of the American navy; the "Virginia," the first frigate of the navy, was built here; it was

here that the Declaration of Independence was first printed, and the first military company in the province was organized.

In the north square from the Monument is the bronze statue of Roger Brooke Taney, the illustrious Chief Justice of the United States. It is the gift of Mr. Wm. T. Walters, to the city, and the groups of Bartholdi, in the west square, are also his donations.

On the northeast corner of the square from the Monument, is the Mt. Vernon Methodist Church, and whilst viewing it, one is apt to recall that the first Methodist Episcopal Church in America was organized here, and here the Methodist Protestant denomination was founded.

It was in this very Howard's Park, where we now are, that Peter Carnes made the first balloon ascension in this hemisphere.

Retracing our steps down the hill, through the south square, up which we came, we stop to admire what is considered the most shapely cup ever carved from marble. Whilst we watch the glistening water pouring over its rim, we remember that the first company ever organized to supply a city with water was started here. On reaching Baltimore street we again retrace our steps to South street, and as we pause to read the bulletin boards of the newspapers, we recall that the first telegraphic message ever sent was received in this city from Washington, and the first President's message ever transmitted by wire was sent exclusively to the Baltimore *Sun*. Continuing on down to Gay street, we turn to the right and traverse our way to Pratt street. Here we find ourselves at the water front, and from here along Pratt street to Light, a distance of four squares, transpired the chief portion of the incidents that make the history of that memorable day, 19th of April, 1861, when the populace opposed the progress of the Massachusetts volunteers on their way to the defence of Washington, in response to President Lincoln's call for 75,000 men.

Straight out Pratt street to the west, lies Mt. Clare, the most interesting and momentous place that I have ever visited, for the first American railway was here started. From here, on August 28, 1830, Peter Cooper made the first journey by steam cars ever made in America, from Baltimore to Ellicott's Mills, distance about thirteen miles, time 57 minutes. I don't think any city could wish a prouder honor than that, but when we add that Baltimore was also the mother of Gas Companies, we can afford to let other cities claim priority in lesser things.

Let us now take a Fort avenue car and ride to Fort McHenry, which is situated on a narrow strip of land, called Locust Point, lying between the north and middle branch of the Patapsco river. Before reaching the Fort we pass the various coal piers and the grain elevators of the B. and O. R. R., and we are again reminded that in 1771 John Stevenson shipped from Baltimore the first wheat ever sent to Europe. Passing through the gateway, we enter the Fort, and in strolling from gun to gun and rampart to rampart, we bring to mind that at this Fort was organized, by Major George Peter in 1808, the first horse artillery, and later, in 1813, the first marine artillery was formed. But the Fort gained its undying fame by having composed within its ramparts "The Star Spangled Banner," which every American cheerfully sings, "Long may it waive over the land of the free and the home of the brave," with the perfect satisfaction of knowing that it will do so.

Baltimore, up until recently, was divided in new and old town by Jones' Falls, a small stream that runs diagonally through the heart of the city, and of late years has degenerated into an apology for a sewer.

Whilst there are numerous squares scattered around, the city has also two good sized parks—Patterson Park, in the eastern section, which has several fine hot houses, and Druid Hill Park, in the northern, whose beauties every cycler coming to the Meet will have many opportunities to see and enjoy, as it lies adjacent to the club houses, and cycleristic restrictions are few. The accompanying cut will give you a glimpse of it through the main or Madison avenue entrance.



MAIN ENTRANCE TO DRUID HILL PARK.

There are many other attractions about Baltimore that are common to all large cities; the theatres produce the standard shows, and there are many other places of amusement and interest. I would advise any lover of art to visit the art galleries of the Peabody Institute, right across from the Washington Monument, and free to any who choose to enter.

TOURS AND RUNS.

The cycler who cannot command a wheel at the Baltimore Meet in June, will be something analogous to the famous Dutch skipper who left his anchor at home. "When he *did* want it he wanted it bad."

One should not throw a brick except when occasion justifies, and then he should fire it in with full force. Baltimore has some of the finest roads for cycling *in the world*. There now, if that specimen brick has knocked the breath out of you, read on when you have recovered and be convinced. The old Hayseed told the ambitious



EDMONDS WELL.—DRUID HILL PARK.

amateur sportsmen there was "good huntin' in them parts," and so there was, for they hunted a week without finding a feather. But that is not the sense in which the encomium of Baltimore roads is written. Conchologicaltown can boast of some pretty tough specimens of get-up-and-kick highways, but the cycler seldom tackles these except when an overgorge of clams or other shell fodder induces an attack of incipient dyspepsia which he desires to overcome by heroic treatment. Then heaven bless the rocks and the rills, the sand and the hills. The writer can chew clams, watermelons, crabs, ice cream and soup, and lubricate on milk, soda water and cider, and then go out and find a road that will churn the whole combination into a blending regimen of harmonious internal economy, and he is not a very "healthy old duck" either. But that is not the route intended to be described, or that will even be illustrated to the League-Meet guest.

The description of the facilities for a spin on the roads about Baltimore must necessarily be crude and imperfect in this brief article. Only a general insight of the beauties of landscape and marine views can be given, or of the hard, smooth surface of the Pikes, the gritty evenness of the clay-loam dirt roads, or the exhilarating, velvety, yet hard, smooth surface of its shell roads. The latter, of which there are several, are the ones designated as the best in the world for cycling. The shell roads, when combined, are perhaps a hundred miles in extent, and the gliding motion of the wheel over them imparts a sensation that is almost indescribable by any other word than exhilaration. It is the intoxication of wheeling and the cycler actually dissipates on his hobby whenever he "takes a spin down the shell roads." Spin? Yes, *spin*—with all the word implies. Let the following impart to you, in a crude way, the universal experience of any party of two or more who take a run on the shell roads.

As the pavement of the city is left behind, and the clean, white, level, smooth, velvety, yet hard, road-bed is struck—yes, *struck*—there is a little quick spurt, and yes, again, actually a yell of delight from the most sedate and unsympathetic cycler. Nobody works, nobody steers, you just *will* your wheel to go and she goes—oh, how she *does* go. You can't help it—you are for the time being cyclo-sanctified. Soon you enter into conversation—quick, eager, conversation—the words eloquently rolling out in unison with the pedaling feet. You have heard the effeminate expression "twinkling feet," but you never saw it exemplified until you watched the *feat* ahead of you of him you have always known as a lazy wheelman. Perhaps you are a rider who "likes to take things easy," but it makes no difference—you are entranced—you can no more resist quick pedaling than help giving expression to delight. When the novelty has a little worn off, and you realize that you "have just been going it," you say to your companion, "see here, old fellow, we are out for pleasure, and we don't want to use up this fine road too quick—let's take it slow," and down you come to an ordinary pace. Well, now, how long do you think that will last? Five minutes? Bet a brickbat to a brickhouse it don't last two. All slow up, and the conversation slows up in unison. Gradually and imperceptibly the speed increases and the tongueal exercise blends until a slight up-grade (for there are no hills) or something of that sort brings the realization that you have "been going it again." Then you slow down, and then you speed up, and the whole trip, be it ten, twenty, a hundred miles, is a repetition in series of the above experience. Are you tired? are you "winded"? Great Scott, no—and how many miles have we been? Thirty, forty, fifty? "Well, I wouldn't have thought it ten." Say, fellows, forgive the homely erudity of an impotent pen, but the writer is talking to brother cyclers, he knows (they are all alike), and—oh, well, we're all right. The "tours and runs" part of this article will soon be finished, and then the other fellows can give you something refined and elegant if they want to. This is merely "a talk to the boys."

Assuming the cycling guest is stopping at one of the hotels in the heart of the city, mentioned in the "Official Programme," of which "The Carrollton" is League Headquarters, and desires to join in one or more trips of the runs and tours mapped out by Captain Fred. Pope, Chairman of that Committee; or that he "feels a yearning" to take a ride on one of the many roads hereabouts used by local wheelmen—wherever he wants to go—his first point to make, as a preliminary, is "Boundary" or "North" avenue, which is one and the same street, with merely the difference of local nomenclature. From that vantage ground it becomes only a question of choice of routes. To reach the avenue above mentioned, ask for Charles street and go straight out it; ask for Eutaw street and go straight out, debouching into Madison avenue and Eutaw Place. Either of these lead to "Boundary" avenue over fair pavements, where you can "strike out" in any direction chosen. The fact is, "guide board suggestions" are hardly necessary, for the wheelmen of the Maryland Division will be only too eager to meet and conduct guests to the haven of roads.



BOATING LAKE.—DRUID HILL PARK.

The finest and most unique road is the shell one before mentioned, but lacks the variety of scenery of some of the others. On the shell roads are numerous bayside resorts, where the delectable crustacea, in all its variety, is served, and where one may indulge the appetite while blissfully fanned by the salt sea air of the Chesapeake. All along these roads fairy glimpses of this jutting arm of the distant sea are had. One of them passes over the battle ground of North Point, and lands one at the lighthouse and the "jumping off" place; another leads to Middle river, while all are intersected by cross-roads made, more or less, of the same material—the oyster shell.

The York road, a pike to Towson, is very fair, and leads through pretty villas and up hill and down dale. Continuing on for an hour longer, and lovely Loch Raven is reached, where a five-mile level ride around one of the city water-works is delightful. One of the Meet runs, debouches from the York road or Charles street road to Bellona avenue, and passes through the pretty suburban village of Mount Washington, through some of the most romantic scenery imaginable.

Another famous road is the Reistertown Pike, and over this route the ladies' run passes. This little tour takes one through Druid Hill Park, over "sandpapered" roads, through the most delightful scenery, riding through alternate sunshine and shade. The natural "lay of the land" in Druid Hill Park is as though Dame Nature had in view that object when landscape gardening came in fashion. Anything more lovely than a saunter awheel through the Park cannot well be imagined, and one can occupy a day on those roads and hardly pass over the same one twice. Emerging from the Park on the north side, the Pimlico road is found, with a surface almost equaling that of the Park. About three miles out the route crosses to Reisterstown Pike, an early English style of coach road that reminds one of Dickens and his descriptions of travel by that primitive conveyance. The scenery is quite English too, and here there appears the old coach taverns, and you almost expect to hear the bugle and see those old stable doors fly open and the relief horses dash out. Arriving at Pikesville, the old abandoned arsenal is an item of interest, and a rest under the grateful shade of its noble trees, and a draught from the old well, minus the oaken bucket and desecrated by a modern pump, is refreshing.

Back to the pretty but straggling village of Arlington, one may make a detour through Garrison avenue and over the Liberty Pike to Randallstown, through hills and dales rich in scenic effects, or through Wetheredville, Franklin, Catonsville to Ellicott City. Descending to the latter, the rider may test his mettle with a two miles coast, or descend quietly with breaks on, and enjoy a paradise of scenery. Returning by the same route, the famous "mile coast of shell road" is enjoyed. Breaks off and "let 'er go"—its all safe, and the experience of a lifetime to those who never have been over the route.

Roland avenue to Lake Roland and return to Mt. Washington *via* the West Falls Pike, is another favorite route.

Continuing the route from Ellicott City to the Relay House, all the way along the high banks of the Patapsco, is a most romantic ride, but should not be undertaken if there is any objection to hills.

The above comprises most of the main roads about the city, but detours are made *ad infinitum*. Every inch of the ground is alive with interest to the cycler, and there is no hesitancy in affirming that the "tours and runs" of the Baltimore Meet will not be its least attraction.

A more detailed and definite description of roads and scenery might be given, but space is required by the writers who follow. All may be summed up in general terms—roads from the finest to fair, and none poor. Distances as great or little as individual taste dictates, and scenery and surroundings unsurpassed as a whole by any known combination of routes about any city in the country.

TRANSPORTATION.

For rates of fare to the Meet, refer to your BULLETIN of May 4th (Official Department).

THE THROUGH CAR ROUTE TO BALTIMORE.

The Baltimore and Ohio Railroad is the only one of the great Trunk Lines that runs its trains through solid from the West to the Atlantic seaboard. On the B. and O. the entire train of baggage cars, day coaches and sleepers is run through without change or transfer. This is a very important feature to Wheelmen, as through baggage cars do away with the necessity for frequent handling and transferring of wheels by inexperienced baggagemen.

Two solid trains are run through to Baltimore daily from Chicago, Cincinnati and Pittsburgh, stopping at principal points on the line, given in the schedule further on. The B. and O. has never exacted any charge for the transportation of wheels, when accompanied by their owners, and none will be exacted on the occasion of the annual Meet.

In addition to the unrivalled scenic attractions along the route, the B. and O. is the only line *via* Washington City, and it is only by the B. and O. that passengers are afforded an opportunity to stop over at the National Capital. Through sleeping cars are also run from St. Louis to Baltimore *via* O. and M. and B. and O. Passengers from the West make direct connection in Union Depot, at St. Louis, with O. and M. trains, and passengers from the South can either take the O. and M. at Louisville, or the B. and O. at Cincinnati.

If you start from any point in the Northwest, come to Chicago and take the B. and O. from there. From Detroit or Toledo you can make connection with B. and O. trains at Deshler, Fostoria or Monroeville. From Cleveland, take the N. Y., P. and O. to Pittsburgh, where close connections are made with the B. and O. From Indianapolis and all points in Central Indiana, you can reach the B. and O. either at Cincinnati or at Columbus.

ROUTES TO THE MEET VIA RAIL.

Leave Chicago, 3.20 Saturday afternoon, June 16th, B. and O. R. R. Pass Auburn Junction, Ind., 7.42; Defiance, O., 8.37; Deshler, O., 9.20, connecting with party from Detroit, Toledo and Michigan points; Fostoria, O., 10.02; Tiffin, O., 10.23; Mansfield, O., 11.55; Newark, O., 1.40, connecting with car from Columbus. Reach Grafton, W. Va., 9.25 Sunday morning. Pass Cumberland, Md., noon, connecting with Cleveland and Pittsburgh. Pass Martinsburg, 3.35; Harper's Ferry, 4.08; arriving Baltimore, 6.45 Sunday evening.

Leave St. Louis, 8.00 Saturday morning, O. and M. and B. and O. routes, reaching Cincinnati, O., 6.30 evening; reach Grafton, W. Va., 6.15 Sunday morning; Cumberland, Md., 10.15; Harper's Ferry, noon; arriving Baltimore, 3.25 Sunday afternoon.

Leave Peoria, Ill., 11.05 Friday night, Wabash route; arrive Chicago, 7.25 Saturday morning. Day in Chicago. Leave 3.20 afternoon with Chicago party.

Leave Indianapolis, Ind., 4.55 Saturday afternoon, P. C. and St. L. Ry. Pass Columbus, O., 11.55 night; Newark, O., 12.00 night; Coshocton, O., 2.05 night; arrive Pittsburgh, Pa., 6.30 Sunday morning. Pass Altoona, Pa., noon; Harrisburg, 3.20; York, 4.48; arriving Baltimore, 6.55 Sunday evening.

Leave Buffalo, N. Y., 4.15 Saturday afternoon; Rochester, 7.00; Canandaigua, 8.05; Penn Yan, 8.48; Watkins Glen, 9.33; Elmira, 10.20; arrive Baltimore, 8.25 Sunday morning.

Leave Detroit, 2.45 Saturday afternoon, M. C. R. R.; Monroe, Mich., 3.58; Toledo, O., 6.00; Deshler, O., 7.25 evening. Here connect with B. and O. Limited, leaving Chicago 3.20 P. M.; arriving Baltimore, 6.45 Sunday evening.

Leave Cleveland, O., 11.10 Saturday night, N. Y., P. and O. R. R. Change cars Sunday morning, leaving Pittsburgh, 8.00 A. M., B. and O.; arrive Baltimore, 6.45 Sunday evening.

Leave Pittsburgh, Pa., 8.00 Sunday morning, B. and O.; McKeesport, 8.33; Connellsville, 9.50; Cumberland, Md., noon; arrive Baltimore, 6.45 Sunday evening.

From New York, Boston and New England points, centre in New York as per announcement to be made later. From New York and Philadelphia a special train service will be run.

Leave New Orleans, 8.05 Friday morning, L. and N. R. R.; Mobile, Ala., noon; Montgomery, Ala., 8.55 evening; Nashville, Tenn., 7.30 Saturday morning; Louisville, Ky., noon; arrive Cincinnati, 6.30 Saturday evening, connecting with train from St. Louis and West; arrive Baltimore, 3.25 Sunday afternoon.

From Shenandoah Valley and points on the Western Maryland R. R. and its tributaries, correspond with W. S. Bombarger, Hagerstown, Md.

From Richmond and points on the Piedmont Air Line, and other lines from the South, correspond with J. T. Chism, Local Chairman, 10 East Lombard Street, Baltimore.

VISIT TO WASHINGTON, D. C.

For the benefit of those who would care to make a trip to Washington after the close of the Meet in Baltimore, it has been arranged with the B. and O. R. R. that Excursion Tickets be issued to L. A. W. members, on June 21st, at $1.20 round trip, good to return on the 23d. Chief Consul Atwater, of the District Division, will have committees in readiness to receive and escort any visitors to the Capitol on these days, and special entertainment will be provided on Thursday, 21st.



CATITOL.—WASHINGTON, D. C.

CREDIT.

Our thanks are due Mr. Geo. W. Howard, of Baltimore, Publisher of "The Monumental City, Its Past History and Present Resources," for his kindness in allowing the use of the Engravings, in this issue, relating to Baltimore City.



J. PURVIS-BRUCE—"JACK."

ABOUT one year ago we received a communication from a gentleman in Minneapolis, who used the *nom de plume* of "Jay Pheobe," and during the twelve months that this gentleman has favored the readers of the WORLD with his exceedingly readable letters, he has become to be looked on as one of the ablest writers on cycling matter in existence. We know our readers would like to know what manner of man Mr. J. P.-B. looks like, and so we take pleasure in presenting the above excellent likeness. Popular alike in this country and abroad, we shall be glad to have him back with us again. Mr. Purvis-Bruce is a cyclist of ten years' experience, and he is well known, not only in the cycling press, but also in the general press. His other *nom de plumes* are the well-known "Gentleman John," and now "Jack."

Born at sea, off Cape Horn, on board the "Great Victoria," en route from New Zealand to England, of Scottish parentage, his father, a Southerner, a Mississippi cotton planter, and a "rebel" during the late "difficulty" between the blue and the grey, Mr. Purvis-Bruce has been much troubled as to which country claims him.

Mr. Purvis-Bruce, besides being a popular cycling scribe, is a very fair rider, and has taken good places in stiffish road races, on bicycle, tricycle and safety. Newspaper work seems to be his choice, for though Mr. Purvis-Bruce has been left comfortably and out of the reach of want, he turns to it as an occupation, and at different times has held good positions on several representative American dailies. Cycling is his hobby, and the great interest he takes in the sport is evidenced by the number of friends he has made while in England and the States, a class of cyclists who belong to the best clubs. Mr. Purvis-Bruce is a member of the Ripley Road Club, *the* social club of old England, and of several American clubs, and a member of the L. A. W. and C. T. C. We shall be pleased to welcome Mr. Purvis-Bruce back to the States after his sojourn in England, where he has been absorbing as much information as possible in regard to cycles and cycling. From the English papers we have learned that Mr. P.-B. has been the recipient of much kindness, and while enjoying himself immensely, he has, in his characteristic way, made a host of friends who are pleased to call him friend, and who will miss him when he's gone.

THE L. A. W. RACES AT BALTIMORE.

WE append below a list of the events to be run at the Baltimore meet, June 19. Those wishing entry blanks should address H. W. Barrington, Secretary, 1531 Edmondson avenue, Baltimore, Md. The entrance fee is $1, and entries will close June 11; the entrance fee returnable to starters; gold and silver medals to first and second men. The order in which events will be run will be determined when entries are opened, to suit the majority of contestants.

One-mile L. A. W. championship, bicycle; one-mile L. A. W. championship, tricycle; one-half-mile dash, novices; two-mile handicap, safety bicycle; one-mile handicap, tandem tricycle; three-mile handicap, bicycle; three-mile lap, bicycle; steeplechase race, about three-fourths of a mile, any kind of wheel; two-mile handicap, tricycle; one-mile consolation, any kind of wheel.

RHODES ACCEPTS.

WILLIAM A. RHODES sends the following letter to the WORLD:

As there has been some considerable unnecessary talk regarding my accepting the challenge of P. Berlo, or Emerson's unknown, I wish to say, through your columns, that, as soon as my present engagements are off, which will not be until after the L. A. W. meet at Baltimore, I will ride a race with either of them with my Springfield Roadster road wheel, and shall expect them to ride road wheels, once around the track at Chestnut Hill reservoir, for from $100 to $250 a side, and Charles Daniels, my trainer, stands ready to act for me by putting up a deposit at any time these parties will name, at your office. WILLIAM A. RHODES.

FORD HILL, PHILADELPHIA.

WE are indebted to the American *Athlete* for particulars in regard to the grades and distances in this celebrated hill. The length is 2039 feet; the average grade, one foot in 12.45; the steepest is one foot in 7.99. Now in order to make comparisons of all the great hills on which famous contests have taken place, will some one in the Oranges give us the grade of Eagle Rock, and will some good Samaritan in St. Louis give us the grade of the De Soto Hill? We can then publish a comparative table, which will be of great value and interest. If Ratchet, of Newark, will give us Eagle Rock grade, and Linneus, of St. Louis, sends us the grade of Kimswick, we can then proceed.

THE CRAWFORDSVILLE (IND.) RAMBLERS' TOURNAMENT.

will be held at the Fair Grounds July 4th, on their new quarter-mile bicycle track. This is the only one west of Cleveland. The events are: One-mile novice, two-mile handicap, one-mile 3.30 class, one-mile open, half-mile flying start, one-mile State championship, two-mile lap race, one-mile 3.15 class, one-mile handicap, consolation race. Handsome and valuable prizes given for all the events. L. A. W. rules to govern all races except the fifth. The entrance fee to each event is 50 cents; entries close June 28. Races are to begin at 1.30 P. M., sharp. For further particulars, address, Alonzo J. Lee, Secretary and Treasurer, Crawfordsville, Ind.

VICTORY FOR TEMPLE.

LONDON, May 21, 1888. A ten-mile bicycle race was contested at North Shields to-day between Wood of England, and Temple of America. Temple shot away on the last lap and won the race easily. Time 30m. 1 2-5s.

WOOD TAKES A RACE.

LONDON, May 21, 1888. The ten-mile bicycle race at Birmingham, Saturday, was won by Wood, with Temple second and Knapp third. There were 10 contestants. The distance was covered in 31 minutes. All of the Americans won heats in the one-mile handicap.

ROWE BEATS THE SCOTCH CHAMPION.

ROWE had an easy time with J. D. Lumsden, the Scotch champion, in his five-mile race at Edinboro', May 7th. In the last mile Rowe ran ahead and kept extending his lead, so that he finished at the tape some thirty yards to the good. Time, 19.46 1-2.

RHODES-BERLO-UNKNOWN.

THE backer of the bicycle unknown who recently challenged Berlo or Rhodes to a road race, called at the *Herald* office yesterday, and left $25 as a forfeit for a race with either of the above men whom he has challenged. I am particularly anxious to have my unknown meet Berlo first, said he, but if Berlo does not want a race, Rhodes will do very well. I will be at the *Herald* office on Wednesday afternoon next at 2 o'clock to meet Berlo, and next Monday I will call at the *Herald* office to meet Rhodes or his backer Daniels. My money is up; now let them cover it.—*Herald.*

ERRATUM.

NEWARK, N. J., AND NOT JERSEY CITY.

WHY our pen and our brain should have compassed the error of writing the site of Oraton Hall, and the establishment of Howard A. Smith & Co., as Jersey City, is past our comprehension. This live and enterprising firm is domiciled in Newark and Orange, N. J. A careful perusal of their extensive ad. in last week's paper, and also in this, will convince the bicycler that Howard A. Smith & Co. carry a stock of sundries second to none in the universe. See their advt.

WHAT MACADAMIZING COSTS IN ORANGE.

I HAVE noticed from time to time in the columns of the WORLD inquiries from various parties interested in roads and road making as to the cost of macadamized roads, both for building and repairing. Of course the cost for repairing would vary greatly in different localities, depending upon the distance the stone would have to be carted, the facilities for breaking, and so forth.

The city of Orange, known the world over as a very paradise of good roads, has done, perhaps, more in the way of macadamizing than any other American city of its size and population, and figures accepted by its Common Council, may be taken as pretty nearly correct for the work.

On Wednesday, May 7, a contract was awarded to a prominent contractor for improving Hillside avenue, and the figures, according to this contract, were as follows for the new work, only a portion of the avenue having been previously graded and none of it macadamized: Macadamizing, $1.09; paving gutters, 75 cents; excavating, 30 cents; curbing, 35 cents; corners, $6; re-setting curb, 10 cents; repairing gutters, 25 cents. The same contractor was also given the contract for furnishing broken stone for the ensuing year for repairing macadamized roads at $1.48 per gross ton.

While these figures may not go far toward determining the cost for the same kind of work in places other than Orange, where stone in abundance is close at hand, and no trouble is found in having it broken, they may at least awaken a little interest in the subject. I should like, Mr. Editor, to have some of your numerous correspondents take the trouble to look up figures paid in their respective localities in order that comparisons may be made. I propose in a short time to spend a few hours or days, if necessary, with one of our most prominent road builders, and get all the "tricks of the trade," from the time the work is started to the finish, and will hope it will be acceptable to you as well as your thousands of readers. In the meantime let us hear from other places. L. A. W. 17,994.

Newark, N. J., May 14, 1888.

THE LEAVEN IS WORKING.

Editor Bicycling World:—It is a flattering indication of the tendency of the times, regarding the road improvement question, to find the agricultural press of the country this spring fairly alive to the importance of the subject. Whatever may have produced the awakening, it is a genuine thing, and hardly a week passes that I do not see half a score of earnest articles, editorials and communications, often quite lengthy, that have been written by thoughtful men, some of whom are foremost among our agricultural authorities and writers. It all goes to show how much easier it will be for us to secure good roads, in a not far distant future; and it suggests, too, most forcibly, the importance of co-operation. We are all working for the same end, and the co-operation of the 7,500,000 people, who represent the agricultural class in this country, is certainly *something* to be desired. So far the tail has been wagging the dog pretty vigorously; the dog is now beginning to expend nervous force in this direction, and we must keep up our *end* of the vibrating movement. Nearly four years ago, in an article on this subject of better roads, the writer stated that we must "direct public opinion to the need of at least one good thoroughfare in each locality," and that "the benefit to the farming interest would be a powerful lever." It is *only* by this moulding of public opinion that favorable legislation will be possible, and we *must* have the help of farmers, and those who pay for the roads, to accomplish anything. *We must go slow to go sure.* Our New York friends already appreciate this point—they are making haste slowly, and in the end will be bound to win. Above all things we must be reasonable, and in this connection, I hope the foolish talk about expending the United States treasury surplus in road building will cease, for such wholesale use of national funds for the benefit of States, is against the very principles upon which our government is founded; and at the same time we should go very slowly in demands for roads, several hundred miles in length, at State expense. Such Utopian want-the-earth schemes as is embodied in either of these suggestions, seriously urged outside the ranks of wheelmen, would set the movement back ten fold more than a year of convincing agitation could help it.

Everything is working well now; we have only to keep up the agitation, circulate road-improvement and road-construction literature, use deliberation and good judgment, in all we do, while keeping the bicycle in the background, and success *will*, in reasonable time, be assured. As a closing suggestion, would it not be a good idea for each State division of the L. A. W. to appoint a standing editorial committee, that the subject of roads improvement may receive a better consideration in the country press? I do not mean an indiscriminate fusilade of manuscripts at the country editors, for probably the majority would go into the waste-basket, if the writer was unknown. There are many wheelmen in every State, however, who would be able to get communications published in their local papers. It would be the business of this State division "literary bureau" to systematize the work as well as to control it, and conduct it in a manner that would make it productive of the greatest good to the cause. CHARLES RICHARDS DODGE.

P. S. The farmers are even waking up to the sign-board question. Isn't this funny?

"SET OUT GUIDEBOARDS.

Guideboards are not exactly an ornamental feature of the highway, but there is an atmosphere of hospitality about them, and the towns which neglect their moral and legal duty in this matter, should be made to know more through due process of law.—*Connecticut Farmer.*"

"Hospitality" is good, but "moral and legal duty" is more to the point. C. R. D.

THE POT AND THE KETTLE.

We have received the following communication from the Gormully & Jeffery Mfg. Co., with the request that we publish same:

"*Editor Bicycling World*:—We notice with considerable amusement an advertisement on the last page of your issue of May 18th, in the space usually occupied by a certain cycle manufacturer who recently suffered an absolute defeat in a legal contest with ourselves. The advertisement consists of a letter which our attorneys sent to several American manufacturers and importers only, stating that in their opinion they infringed our letters patent; this the letter states for itself, but the misleading character of it calls for an explanation. The advertisement leads off with the 'Pot and Kettle. Why should the Pot call the Kettle black-ass?' though we never intimated that the Kettle was an ass, and winds up as follows:

'We say nothing of the purpose of sending this notice,' etc. These is evidently a desire to cause the public to believe, by reference to our advertisement in your issues of the 11th and 18th inst. that we sent such a letter to all the agents and dealers in the country, as they did, to intimidate them into not handling their goods. We do not take such underhand measures. We went directly to the fountain head and notified the manufacturers and importers, who are the real transgressors, but not the agents. We are and have always been willing to fight our commercial battles on business principles and on the merits of our productions. This manufacturer it would seem feels chagrined at realizing what a boomerang the letter of February 15th, 1887, has become, and wishes to stamp us as followers of their line of policy, which is not the case, as can be proved by the testimony of the agents and dealers. We are sorry, too, to find they have lost their temper, having understood that they prided themselves on their ability to conduct a warfare, either legally or commercially, in a perfectly good spirit, and we certainly did not imagine they would lose their equilibrium at being defeated, which a good General never does.

We also notice in another part of your paper, page 51 of the same issue, it is stated that the interference case between Mr. Jeffery and Mr. Copeland was decided, on the 8th, in favor of Mr. Copeland. This is a fact. It was simply an interference between Mr. Jeffery and Mr. Copeland, but they evidently wish to ring it in as a case in the series of cases between the Pope Mfg. Co., and the Gormully & Jeffery Mfg. Co., and claim it is of considerable importance as sustaining that patent. This is not the fact. It is as we before stated, merely a suit to establish the right in the patent office as to who was the first inventor of the device named. It has no bearing whatever on the validity or the sustaining of the patent."

OBITUARY.

AT the regular meeting of the Pennsylvania Bicycle Club of Philadelphia on May 3d, the following resolutions were adopted:

Whereas, It has pleased an all-wise Providence to remove from our midst our much beloved comrade and fellow member, CHAS. E. GOHL, and

Whereas, We sincerely mourn the loss of one whom all of us respected as a fellow member, and many loved as a friend. Be it

Resolved, That our warm and earnest sympathy be extended to his afflicted family in their hour of sorrow, and

Resolved, That a copy of these resolutions and preamble be sent to the family of the deceased, and also published in the BICYCLING WORLD and *American Athlete.*

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

L. H. JOHNSON, of Orange, N. J., has imported a large invoice of Special Sparkbrook bicycles. We shall hope to present our readers with a cut and specification of that machine at an early date.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

We took a trip to Chicopee Falls last week, aud there spent half a day in inspecting the factory of the Overman Company. A detailed account of what we saw and what we thought, will be presented at an early date, and we think it will prove of great interest.

Bangor, Me., May 19.—G. Minturn Worden of the John P. Lovell Arms Company, Boston, broke the world's record today climbing Prospect Hill. He rode up the incline three successive times without dismounting. The hill is 580 feet long, the average grade being one foot in six and a half. He rode a Springfield Roadster bicycle—*Globe*.

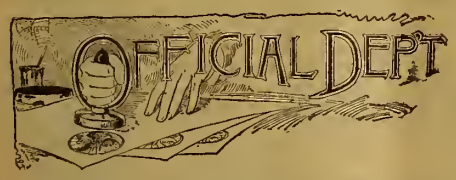
A twenty-eight pound tricycle is a machine that the Coventry Machinists' Co. have just imported. We have had the pleasure of inspecting this little gem, and we should say it was fully up to the standard of this company's good work.. It is without doubt one of the most delicate machines ever imported. Mr. Stevens, the manager, states that home company report orders for 2000 machines ahead. Their tremendous capacity for supply is strained to its utmost.

The Victor Safety of '88 is "no slouch" as a hill climber. Mr. F. E. Norton, of Little Rock, Ark., who is in the city attending school, rode one up both sides of Corey Hill the other day. He wasn't fixed for climbing either, having on his long trousers, etc. He has tried the hill a number of times on ordinarys, but never surmounted it.

One of the prizes to be given in the coming East Hartford, Conn., bicycle races is a Champion Light Roadster bicycle, presented to the club by the Gormully & Jeffery Manufacturing Co., of Chicago, the manufactnrers. This is a high grade wheel, and, as it will be in a handicap race, it will produce some lively scrapping.

COMING EVENTS.

May 29—Meeting Iowa L. A. W. Board of Officesrs at Cedar Falls, Iowa.
May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.
May 30—Tournament at Oakland, Cal.
May 30—Tournament at Los Angeles, Cal.
May 30—Maine Division L. A. W. Meet, at Portland.
May 30—Tournament Terre Haute Bicycle Club.
May 30—Massachusetts L. A. W. Division Meet at Boston.
May 30—Waltham (Mass) Ramblers road race.
May 30—Pullman road race at Chicago.
May 30—Race meet Camden Wheelmen, at Wrightsville, N. J.
Jnne 2—Meeting Long Islaud Wheelmen Brooklyn, N. Y.
June 2—Meeting at Ridgefield, Albany, N. Y.
June 2—Rowe-English match, at North Shields, England.
June 9—Lancaster, Pa., Bicycle Club races.
June 16—Start of New York to Baltimore tourists.
June 18 to 20—League of American Wheelmen Annual, Meet, at Baltimore, Md.
June 23—Kings County Wheelmen meet, Brooklyn.
June 30—Wells-Greenwood hill-climbing coutest, on Kimmswick Hill, St. Louis.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
July 4—Crawfordsvile (Ind.) Ramblers Tournament.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
Sept. 4, 6, 8—Buffalo Tournament.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

President.—T. J. Kirkpatrick, Springfield, Ohio.

Vice President.—H. W. Hayes, 103 State St. Boston, Mass.

Treasurer.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

Secretary-Editor.—Abbot Bassett, 22 School St., Boston, Mass.

Executive Committee.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

Massachusetts Meet.

The following details of the Spring Meet (May 30) are given for the information of wheelmen. Through the courtesy of Col. William E. Barrows, the River Brink Estate has been placed at our disposal; it is situated on Charles River, next to the estate of R. M. Pulsifer, Esq., and affords excellent opportunities for ball, tennis and boating. Every wheelman, whether a member of the L. A. W. or not, is invited to join with us. Two races will occur, and a medal for first and second in each race, will be offered; rules and entries to be made at the start.

Those who desire to play tennis are requested to bring their rackets with them.

The lunch will be served at 1 o'clock, at a cost to each of seventy-five cents. This will be the only expense attending the meet. Every person *intending* to be present must at once notify Dr. Kendall, 176 Tremont street; it is not necessary for you to be sure of attending.

Start from Copley Square at 9.30 A. M. sharp,

J. B. Seward,
W. G. Kendall,
W. H. Emery,
Committee.

We have on hand a supply of hotel certificates (large, for framing) and a supply of consuls' certificates, which we will send to Chief Consuls on order, charging the same to divisions at cost price.

Clubs are constantly sending to us for printed Constitutions of other clubs to be used as models. Secretaries of clubs that have printed rules will confer a favor by sending a few copies to this office to be used for this purpose.

Albany wheelmen are up in arms to secure the arrest of two men who purposely ran down a cycler in that city on May 2. At a meeting of the Albany wheelmen a reward of $50 was offered for the apprehension of the parties. The necessity for the organized efforts of wheelmen is daily made more apparent.

When the English racing men were in America they said that our climate was good for several seconds in a mile better than their own. We heard this from a number of the best men. May we not attribute Rowe's defeat to climatic influences?

The chairman of the Committee on the Massachusetts Meet, which is to be held on Decoration Day, asks us to request every man that *intends* to come to send a postal. Though they hear of many that are coming they have received very few certificates. It is very probable that only those who notify the committee will be admitted to the dinner.

Virginia Pointers.

The League hotel in Staunton—the Hale House—has been closed, wheelmen will go to the Virginia Hotel. In answer to inquiries, will add that the famous Valley Pike is in excellent condition, but the road from Staunton to Natural Bridge, being a dirt road, cannot be recommended until later in the season.

F. R. Webb,
L. C. for Staunton.

May 19, 1888.

Illinois Meet.

The Illinois Division will hold its annual meet at Springfield, Ill., July 4, next. Committees will be named later. Respectfully,

N. H. Van Sicklen, C. C.

Chicago, May 14, 1888.

Illinois Hotel.

Certificate of League Hotel at Quincy, viz., Windsor Hotel is hereby cancelled, and the Tremont House, regular rates, $3.00, League rates, $2.00, is hereby appointed. Respectfully and fraternally,

N. H. Van Sicklen, C. C.

Chicago, May 14, 1888.

California Hotels.

The appointment of the Grand Central as the League hotel at Stockton is hereby revoked. The Yosemite House has been selected instead, and will be official headquarters during the division meet on the 4th of July next.

Robert M. Welch, Chief Consul.

San Francisco, 11th May, 1888.

Maryland Consul.

I hereby appoint as local consul at Easton, Md., Mr. R. Harry Patchett.

Fraternally,
A. E. Mealy, Chief Consul

Baltimore, May 17, 1888.

Rhode Island Representative.

Rhode Island being entitled to an additional representative, I take great pleasure in appointing Dr. E. Y Bogman, of Providence.

Yours fraternally,
Chas. S. Davol, Chief Consul.

Warren, R. I., May 16th, 1888.

Iowa Division.

The annual tour of this division will be from Des Moines to Spirit Lake, leaving Des Moines on Tuesday, July 17th, and arriving at Spirit Lake, Saturday, July 21st. The Iowa regatta will take place at Spirit Lake on the 24th and 25th, thus affording all participants an opportunity to see this prominent event. An announcement of details of route and whom to apply to for information will appear shortly.

Fraternally,
Robt. L. Thompson, C. C.

Muscatine, Ia., May 15, 1888.

Three-Mile Championship.

Dear Sir—The Kings County Wheelmen of Brooklyn have this day been awarded the three-mile Bicycle New York State Championship race, to be run at their annual race meet. Yours fraternally,

Gerry Jones, Chairman.

Binghamton, N. Y., May 18, 1888.

Attention, Members of the Missouri Division L. A. W.

A party is being arranged in this division to attend the annual meet of the League at Baltimore on the 18th, 19th and 20th of June. This party already numbers about ten and we want to increase it much as possible. In addition to those going from here, a number of the Ohio people have agreed to join us en route. Everything possible to make the trip there and back pleasant and profitable will be done, and no one will be allowed to get home-sick. Messrs. Boswell and Dennis will have charge of the cameras, Prof. Stone

of the literary department and the log; Klipstein of the music; and by unanimous choice, Bob Holm has been placed in charge of the commissary.

Negotiations are now pending by which it is expected that the cholera mixture to be used in case of necessity, will be furnished by the Boston Bicycle Club.

Further particulars, with respect to additional attractions, time of starting, route rates, etc., etc., can be obtained by addressing the undersigned. We want to have Missouri well represented at Baltimore, and I feel perfectly safe in guaranteeing a good time to all who attend.

Should this meet the eye of any of our friends east of St. Louis who would care to join us on the way, drop me a line and our route will be furnished, and, if possible, room will be saved in our car.

W. M. Brewster, Chief Consul,
309 Olive street, St. Louis, Mo.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 140—Total 105—9773.

Boston, May 25, 1888.

California Division—1—337.

Unattached.

18973 Hull, Wm. C., 527 Sacramento st., San Francisco.

Colorado Division—1—45.

Denver Ramblers.

18974 Park, J. D., 1956 Broadway, Denver.

Connecticut Division—1—407.

Norwalk Wheel Club.

18975 Ambler, J. Arthur, Norwalk.

District of Columbia Division—3—91.

Unattached.

18976 McDonald, James, Rec. Div. Pension Office, Washington.
18946 McMillan, John P., 1326 F. st., N. W., "
18959 Paul G. Rene, Ebbitt House Drug Store, "

Illinois Division—11—562.

Cairo Bi. Club.

18989 Hancock, J. Chas., 428 8th st., Cairo.

Illinois Cycling Club.

19029 Brinkerhoff, Geo., Centre ave. and Harrison st., Chicago.
19030 Crosby, D. K., 718 Adams st., "
19031 Foster, Jed, "
19032 Hall, F. W., 625 Washington Boulevard, "
19033 Gray, L. A., 697 Fulton st., "
19034 Maas, Otto, Maywood.

Rockford Cycle Club.

18991 Walters, A. F., Rockford.

Unattached.

18990 Bell, Geo. A., Cairo.
19003 McEwen, Fred E., Carpentersville.
18980 Briggs, Fred S., Kankakee.

Indiana Division—1—171.

Unattached.

19004 Kimmell, E. M., Irvington

Iowa Division—1—121.

Cedar Falls Wheelmen.

18977 Crosby, Geo. L., Cedar Falls.

Kansas Division—1—115.

Topeka Bi. Club.

18930 Mills, Arthur M., 1115 Polk st., Topeka.

Kentucky Division—1—72.

Unattached.

18992 Fraser, G. T. R., 408 W. Main st., Louisville.

Maryland Division—18—354.

Centaur Cycle Club.

18947 Long, Benj. B., cor. Chester and Gough st., Baltimore.

Easton Bi. Club.

18981 Patchett R. Harry, Easton.

Hagerstown Bi. Club.

18962 Heist, Lewis C., Hagerstown.
18961 Miller, Sam. C., "

Rambler Cycle Club.

18978 Jones, Howard T., 1704 Bolton st., Baltimore.
18978 Miller, Chas. M., 213 W. German st., "

Unattached.

18948 Diffenderffer, G. Y. K., 1421 Bolton st., "
18963 Franz, Walter A., 212 W. Fayette st., "
18964 Franz, Herman E., 212 W. Fayette st., "
18965 Imhoff, Herman C., care of A. Hoen & Co., Baltimore.
19006 Jacobs, Thos. E., 124 S. Washington st., "
18949 Johnson, Roderick, 1329 Presstman st., "
18966 Kresse, Chas. G., 508 S. Broadway, "
18967 Lang, W. Edward, 1240 Jackson st., "
19007 Ross, James I., 1735 E. Pratt st., "
18950 West, W. F., 2201 Druid Hill ave., "
18980 Covington, J. Harry, Easton.
19005 Gilbert, D. C., Litersburg.

Massachusetts Division—2—1081.

Unattached.

19008 Brown, Frederick J., Box 225, Ayer.
18931 Highley, Harry, 184 Summer st., Somerville.

Michigan Division—4—228.

Unattached.

19012 Cole, Chas. E., 250 6th st., Detroit.
19009 Alexander, G. W., Ypsilanti.
19010 Kishlar, W. L., "
19011 McVicar, J. R., "

Minnesota Division—1—98.

Standard Bi. Club.

18982 Merrill, Paul R., Donaldson Ogden Co., St. Paul.

Missouri Division—7—302.

St. Louis Cycle Club.

18932 Avery, E. H., 604 No. 4th st., St. Louis.

Unattached.

19013 Davison, A. J., 712 No. 23d, St. Joseph.
18983 Kraemer, Wm., 1318 Hebert st., St. Louis.
19014 More, Ed. A., 4849 Cate Brilliant ave., "
18934 Phillips, Thos. J., Mercantile Club, "
18933 Sutherland, Geo. W., 515 No. Main, "
18968 Tebbetts, Alvah M., " " " "

New Hampshire Division—1—93.

Granite W. Club.

18993 Stiles, Ned E., 110 Washington st., Dover.

New Jersey Division—8—627.

Essex Bi. Club.

18994 Atwater, Sam'l. N., 1066 Broad st., Newark.
18951 Dunster, W. R. (P. O. address 218 E. 23d st., New York City), Newark.
18952 Kirkpatrick, Andrew, Jr., 19 La Grange pl., Newark.

Hudson Co. Wheelmen.

18935 Post, N. U. H., 17 Mandeville ave., Jersey City

Unattached.

18936 Black, Chas. E., Columbus.
18937 Harvey, W. P., "
18969 Courvoisier, Geo., 81 Montclair ave., Newark.
19015 Oliphant, M. G., Vincentown.

New York Division—24—2095.

Albany Wheelmen.

18984 McCoy, Jay S., 242 Hudson ave., Albany.
18997 Judson, Edmund L., 2d, 134 Wash. ave., "
18998 Stark, Milton C., 307 Hamilton st., "

Allegany Co. Wheelmen.

18971 Bradley, A. V., Friendship.
18970 Thurston, John J., "

Kings Co. Wheelmen.

18995 De Nyse, Morton G., 310 S. 5th st., Brooklyn.
18941 Durham, N. C., 413 Classon ave., "
18940 King, Harry O., 463 Lafayette ave., "
18939 Nellis, W. C., 1151 Pacific st., "
18938 Ryon, W. C., 86 Rodney st., "
18996 Wiley, Samuel, 306 Monroe st., "

New York Bi. Club.

19016 Page, Robt. C., 56 Broadway, New York City.

Riverside Wheelmen.

18943 Hulburt, Edw. C., 362 West 58th st., N. Y. City

Rome Ramblers.

18942 Putnam, Jesse H., Rome.

Unattached.

18944 Dickerson, Wm. E., 23 Eldredge st., Binghamton.
18953 Dimmick, J. Milton, 163 Joralemon st., Brooklyn.
18945 Sherman, Arthur W., 8 Elm st., Glens Falls.
18954 Griffin, Albert C., M. D., 178 E. 76th st., New York City.
18955 Griffin, N. F., 54 Duane st., "
19017 Keane, Edwin J., 706 East 142d st., "
18985 Keane, Paul G., " "
19018 Squire, Newton, 14 Pine st., "
18956 Rutland, Thos. C., Port Chester.
18986 Usher, H. P., Seneca Falls.

Ohio Division—11—785.

Springfield Wheelmen.

18957 Baker, E. M., 179 Linden ave., Springfield.

Unattached.

18999 Street, A. W., Room 23, Grand Central Depot, Cincinnati.
19021 Parsons, Albert W., 719 Harkness ave., Cleveland.
19022 Potter, Frank M., 734 Logan ave., "
19020 Miller, Harry, Box 45, Columbus.
19019 Miller, W. H., "
19023 Friedman, Alex., Defiance.
19024 Heller, Frank M., "
19025 Ritz, Jesse C., "
18987 Allen, Geo. H., 441 12th st., Toledo.
18988 Parkhurst, Thos. S., Franklin ave., "

Pennsylvania Division—8—1249.

Allegheny Cyclers.

19000 Higbee, Lee, 623 Smithfield st., Pittsburg.
19001 Petticord, C. H. 429 Wood st., "

Kittanning Bi. Club.

18972 Weylman, H. H., Kittanning.
18958 Watson, H. J., 707 Seventh ave., Beaver Falls.
19027 Long, C. H., Landisville.
19028 Yohey, J. H., "
19026 Garrigues, Wm. H., 1616 Brandywine st., Philadelphia.
19002 Philips, Edwin S., 500 No. Broad st., "

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

The annual meeting of the L. A. W. will be held at Baltimore, Md., June 18, 19, 20. Correspondence relating to matters connected with the Meet should be conducted with the chairmen of the different committees, as given below:—

General Committee.—Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and has full control of the entire arrangements for the meet.

Finance Committee.—Chairman, W. H. Beatly, No. 92 Dugan's wharf.

Reception.—Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee.

Transportation (Local).—Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

National Transportation Committee.—Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

Entertainment.—Chairman, Albert Mott, 1513 Barclay street, Baltimore.

Parade.—Chairman, E. P. Hayden, care of Drovers Mechanics, National Bank, Baltimore.

Races.—Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore.

Tours and Runs.—Chairman, F. W. Pope, 7 South street, Baltimore.

Programme (Official).—Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

Press.—Chairman, C. H. Eisenbrandt, 421 E. Baltimore street.

Hotel Arrangements.—The Carrolton Hotel (American) can accommodate 400 guests; terms $2.50 to $4.00 per day; to L. A. W. members during the meet, $3.00.

The "Hotel Rennert" (European) can accommodate 100 guests; terms, single rooms, $1.50 to $3.00; double rooms, $2.50 to $4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from $6.00 to $10.00 per day; a reduction of $1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 250 guests. Terms, $2.50 to $3.50 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, $1.50 per day; double rooms, $2.50 per day; with a probable reduction to L. A. W. members.

LEAGUE CLUBS.

The following suggestions regarding League clubs are respectfully offered:—

By-laws, Art. V., Sect. 9—Any cycle club in the United States that shall have in its by-laws a provision requiring every active member to join the League of American Wheelmen, shall become a League club, and entitled to all the privileges accorded League clubs under these by-laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any constitutional convention, shall be one vote for every member of said club, in good standing, upon the rolls of the League.

The following is a common form of by-law: This club shall be a League club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fees and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proprosed for membership by the secretary.

After qualifying as a League club, the secretary must file at this office a certificate giving the name of the club, date of organization, date of qualifying, name, and address of secretary, list of officers, and give address to which the club copy of BULLETIN shall be sent.

The secretary will enter the club upon his books, giving it a number, and will publish application in the BULLETIN.

Application for Membership in the L. A. W.

..... *188*

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... *P. O. Address*,.....

City and State,.....

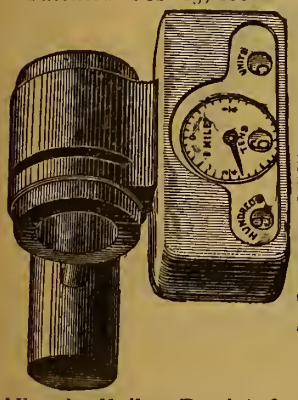
References:.....,.....,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, Augus or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold. stamped on the holder, send 50 cents extra.

Patented Feb. 15, 1887.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

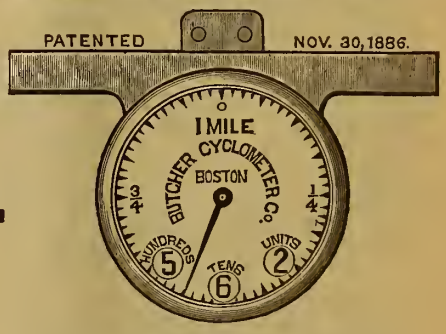
BUTCHER CYCLOMETER.

SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,

BOSTON, MASS.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF PRICE, ... $5.00.

Sent Free by Mail on Receipt of PRICE, . . $10.00.

L. A. W. MEET.

Merchants and Miners Transportation Company

Offer to New England Wheelmen who will attend the Meet in Baltimore special rates and the most comfortable route.

Steamer Alleghany leaving Boston on Thursday, June 14th, will arrive in Baltimore Sunday morning.

Round trip tickets for party of 45, $17. Less than 45, $20. Single fare, $10. Including meals and staterooms.

Free transportation of Bicycles will be given to ticket holders. Rates to others on Bicycles, $1.00; Tricycles, $2.00.

Staterooms should be engaged a week in advance of sailing. For further particulars apply to

GEO. E. SMALLEY, Agent, Central Wharf, Boston.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.



PHOTOGRAPHY AT HOME. AMUSEMENT, INSTRUCTION, AND PROFIT. Our illustrated pamphlet, embracing "HOW I BECAME AN ARTIST," complete INSTRUCTIONS, and Catalogue, sent free to any address. The finest Cameras in the world. Complete outfits, $5, $10, and $15. The HAWK-EYE DETECTIVE CAMERA, only $10. BOSTON CAMERA CO. 341 India St., Boston, Mass.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from $1.00 to $100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15 Quadrant Tandem, value,	$250.00	
2d "	No. 15 " " "	250.00	
3d "	No. 14 Ladies' Quadrant Tricycle, val.	175.00	
4th "	No. 8 Quadrant Tricycle,	175.00	
5th "	New Rapid Safety Bicycle,	135.00	
6th "	New Rapid Roadster Bicycle,	135.00	
7th "	New Rapid Safety Bicycle,	135.00	
8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00	
9th "	New Rapid Safety Bicycle, value,	135.00	
10th "	New Rapid Roadster Bicycle, "	135.00	
11th "	New Rapid Safety Bicycle, "	135.00	
12th "	New Rapid Lt. Roadster Bicycle, val	135.00	
		$1930.00	

3d Prize may be exchanged for a No. 8 Quadrant.

4th " " " " No. 14 "
5th " " " " Roadster or Light Roadster Bicycle.
7th " " " " " " " "
9th " " " " " " " "
11th " " " " " " " "

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the contributions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

It is designed that the prizes should be awarded during the meet in Baltimore, and the distribution will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the distribution.

The above plan not only affords every League member and others an opportunity to subscribe and make happy the delegates to the next Annual convention, but at the same time become possessor of one or more highest grade

TANDEMS, TRICYCLES, AND BICYCLES.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
Baltimore, Md.

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
Wm. H. Beatty,
Chairman.

A. G. SPALDING & BROS.

BICYCLE CAPS.



No. A—30. Made of same material as No. A Grade of uniforms.....$2.00
No. B—30. Made of same material as No. B Grade of uniforms..... 1.75
No. C—30. Made of same material as No. C Grade of uniforms..... 1.25



BICYCLE HOSE.

No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....$2.50



No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the *finest linen*, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable.
Price per pair.....$1.25

No. 0. Fine Ribbed Bicycle Hose..... 1.50
No. 1. Plain Wool Bicycle Hose..... 1.00

Spalding's Bicycle Catalogue
Mailed Free.

A. G. SPALDING & BROS.,

108 MADISON ST., CHICAGO. | 241 BROADWAY, NEW YORK.

SPECIAL.
All Advertisements in this Department 20 cents a line.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-Hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54-inch, fine condition, $75.00 each. Thken in exchange for new wheels, we are selling at less than actual cost. Every machine offered guaranteed sound. No wrecks. Brand-new Beeston Humber Light Roadsters $100, were $150. Ditto Racers $50, were $140. Brand-new Beeston Humber Crippers $160, were $185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from $50 to $100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripper Tricycles from $30 to $125. Rudge Meteor and Beeston Humber Tandems from $65 to $160. Discount to dealers. Write for new List, just ont, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. JOHNSON, 401 and 403 Main St., Orange, N. J.

EXPERIENCED BICYCLE MACHINIST would like to make arrangements with some firm. J. MAHER, 182 8th street, Jersey City, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

MIDGET! Self-Inking Rubber Stamps, containing your name and address, sent post-paid for 50 cents each, or three for $1.25. Novelty Pen and Pencil Stamps, 25 cts. each. Ag'ts wanted. Send 5 cts. for illustrated catalogue. Address, J. K. BOAK, Le Roy, N. Y. (Mention this paper.)

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

Patented Dec. 21, 1886. CARTER'S



Foot Rest,
FOR THE STAR,
For Easy Coasting.

Price, $1.00. Send to
HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

FOR Bundle Carriers, Tire Tape Standard Gloves, Z. & S. Stocking Supporters, Lantern Hangers, Lighting and Lubricating Oils, Newark Enamel, Standard Rubber Cement, Tire Cement, Spoke Grips, Newark Shoes, Belts, Stocking with linen sole, Caps, and in fact anything in the sundry line.

THE NATIONAL A HIGH GRADE BICYCLE.

Send *price, lettering*, and state *gold* or *silver* for any

CLUB PINS & BADGES,

You may want, and receive by return mail
A SPECIAL DESIGN.
Perfect satisfaction always guaranteed.

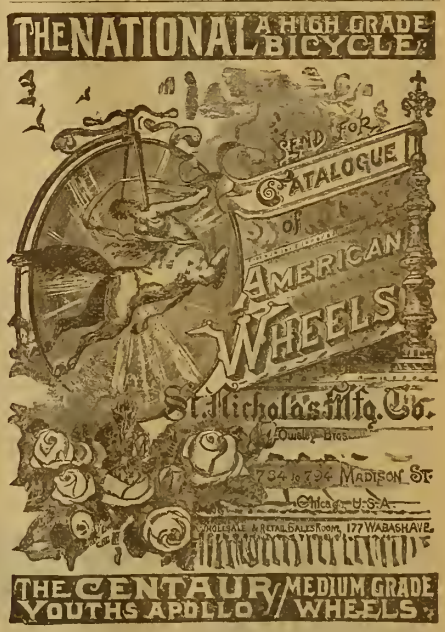
JOHN HARRIOTT,
3 Winter Street, Boston, Mass.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.



$3.00 $3.00

TOULMIN'S BUFFALO BICYCLE SHOE,
Is made of the finest genuine Kangaroo in every size and width **Price, per pair, $3.00.**
Liberal discount to club and Bi. Agents.
Send for Circular.
W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.



The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.
Whitten & Co., PROVIDENCE, R. I.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

BEFORE BUYING,
SEE OUR LISTS.

HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

HOWARD A. SMITH & CO., CYCLE SUPPLY HOUSE,



NEWARK ENAMEL.

It dries almost as quickly as it can be appplied, without any stickiness or disagreeable smell, and as hard as flint It will neither chip nor crack, and presents a fine jet black, glossy surface at one application. It is not affected by wet, heat or cold, and is as durable in its brilliancy as it is easy of application. It is not only a splendid preparation for Enameling or touching up bicycles and tricycles, but may be used with excellent results upon a variety of articles, such as gas brackets, grates, coal scuttles, and every description of metal work. Any one can apply it. A brush given with each bottle.

Price, - - 50 cts.

Carefully packed and mailed, 10 cts. additional.



RUBBER CEMENT.

For mending cuts in tires, splicing where it has been necessary to reduce the size, and plugging.

Price, per bottle, 25 cents.
If mailed, additional, 5 cts.

NEWARK TIRE CEMENT.

Made after our special formula, and is the best cement known for joining rubber and iron or rubber and wood.

Our Newark Tire Cement is placed upon the market after two years' trial, and we believe it to be better than the cement generally offered. We do not hesitate to recommend it, and will refund the money if it does not prove satisfactory.

Price, per stick, 20 cts. Mailing, additional, 5 cts.

DUPLEX SCREW DRIVERS.



In calling our customers' attention to this new screw driver, we would like to point out the following advantages: strength when in use, compactness when not in use, finely finished and nicely nickled plated, made from the best cast steel and warranted.

Price, - - - 35 cts.

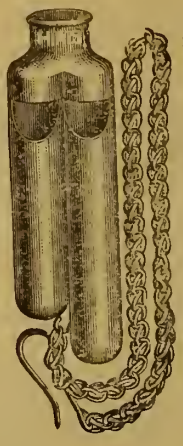
NEWARK SPOKE GRIP.



Fits any size spoke, made from Drop Steel forging, warranted to give satisfaction or money refunded. Nicely nickled, compct, and easily carried in tool bag.

Price, 65c.

DUPLEX WHISTLES.



The Duplex Whistle, which was originally made for a police call, has been generally adopted as the bicyclers' whistle. It is made of brass, and nickel-plated, and consists of two barrels of different lengths, which produce a discordant sound that can be heard a long distance.

Price, with chain, 25 cents.

BOSTON WHISTLE.

Known as "The Screamer." One of the most terrible noise-making articles ever invented. Just the thing to awaken the sleepy countryman. Will also command respect from the "Road-hog."

Price, - - - 50 cents.

SPRINGFIELD WHISTLES.

Double Tube, superior to Duplex in that it blows easier, and can be heard a great distance. Price, 50c.

Single Tube Whistles, not so large as the Double Tube, clear and shrill in tone, and very desirable where pocket space is limited. Price, 40c.

TUCKER'S ELASTIC STRAP.



This Strap is the best and neatest thing in the line of a holder for the pants of a rider, on the market. It avoids turning the pants-leg over, which creases and puts t hem out of shape, and is a decided improvement in looks. It prevents the pants from bagging at the knee, is easily detached, no sharp points to tear the cloth.

Price, per pair, 25 cts.

DRY GRAPHITE.

All riders using Tandems, Tricycles, or Rear Driving Safeties, where a chain is required, have had to suffer the annoyance of the chain grinding with dust and dirt and soiling the clothing with oil. Hence we have had the Dry Graphite or Plumbago especially prepared for our our cycle trade. It is a perfect lubricator for all ball bearings as well as for chains, put up in convenient form in 1-4, 1-2 and 1 lb. packages. Prices, 15, 35 and 50 cents, respectively.

Newark and Orange, N. J.

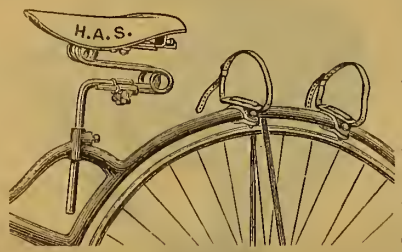
Telephone 673. **Telephone 134.**

HOWARD A. SMITH & CO., CYCLE SUPPLY HOUSE.

Orange, N. J., Telephone 184.

Newark, Telephone 6738.

SOMETHING NEW.



To meet the demand for a Bundle Carrier for the Safeties we have so altered our attachment that the Carrier can be securely placed on the mud-guard or frame of a Safety, and any reasonable bundle can be carried entirely out of the way — this is the only

CARRIER SUITABLE FOR A SAFETY.

Price, - - - - - - - - - $1.50.
If by mail, additional, - - - - - .10.

"Z. & S." BUNDLE CARRIER.

AS ADAPTED FOR THE STAR.

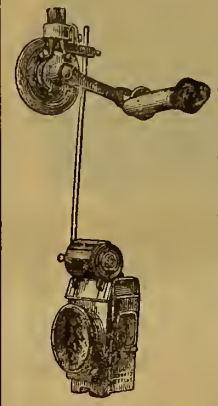


Has been in such universal use ever since the Star machine has been in the market, that it is now recognized as a necessary accessory to that machine, and no Star rider can well dispense with it. In fact the "Z. & S." Bundle Carrier for the Star stands alone in the field for public favor, the steering rod of the Star offering the utmost freedom for attaching the carrier, enabling the Star rider to use it for almost every conceivable purpose. In ordering, state whether for Special or American Star.

Price, - - - - - - - - - $1.50,
By mail, additional, - - - - - .10.

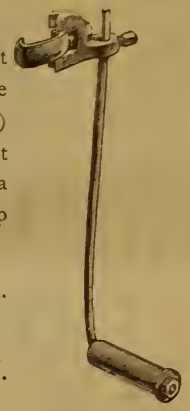
THE NEWARK LANTERN HANGER.

The most convenient accessory ever put on the market for a Crank Bicycle.



No More Trouble with Lanterns.

The lantern can be taken off or put on in a second. It is attached to the fork of the machine (on either side) and can be adjusted to throw the light immediately in front of the wheel or a distance ahead, and allows the lamp to throw an uninterrupted light.



Price, $2.00. By mail, additional, 10c.

CARTER'S FOOT REST.



Patented Dec. 21st, 1886.

All riders of Star bicycles declare it one of the most important of "Star" accessories

You can't say too much for the "Foot-Rest." It should be on every Star. REV. A. L. WILSON.

COAST AT EASE. It can be attached to any Star machine at a height to suit. If you try the foot-rest you will never do without it.

Price, - - - - - - - - - $1.00.



STANDARD OILS.

BEST FORMULA.



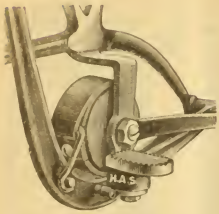
For several years we were called upon for an oil for cyclists' use, and in 1885 we determined to look into the matter personally. After a year's experiment, aided by one of the largest oil dealers of New York, we placed the *Standard Oil* upon the market, with such excellent results, that we can recommend it as being fully equal, if not superior, to any other cycle oil to be found in the country. H.T.B

Put up in bottles, where a very small quantity is used. Price 25c.; by mail 30c.

Or where a large quantity is desired, our celebrated Patent Spouted Cans, with a reversible top for packing or shipping, or to run to for refilling oiler for tool bag, is the most convenient arrangement for the purpose that we have ever seen.

Price, in pint cans, - 35 cents.
" quart " - - 60 "

HOWARD A. SMITH & CO., CYCLE SUPPLY HOUSE.



THE STAR STEP.

IMPROVED.

There having been such a call for our Star Step, we have, at considerable expense, made up a new one of later design, particularly for the Special Star. We consider this step one of the necessities belonging to the Star, and from the numerous testimonials lately received we do not hesitate to strongly recommend it to all our friends using the Star.

Price. - - $1.00.



POCKET OILER

Nicely made, with good screw top.

Price 15c. Nickeled. 25c.



STAR RIDERS' CARDS.

The accompanying cut will convey an imperfect idea of the very fine steel engraved card, especially designed for Star riders. At considerable expense we have had a steel plate made, after our now well-known design (Star coasting down a mountain side), we are prepared to furnish these cards at the following low prices:

Package of 50 cards, engraved, - - - - - $1.00.
Package of 50 cards, engraved and printed with name, - $1.25.



JERSEY COATS.

We are prepared to fill orders for Jersey Coats in Navy, Black and Gray, especially knit for cyclists' use, made with neat fitting collar and side pockets, resembling very closely the regulation L. A. W. cut coat.

The yarn used in manufacturing is heavier and stronger than used in Jersey cloth, and warranted to wear satisfactorily. They are particularly nice for touring, as they can be rolled up into a very small bundle without injury.

In ordering give chest measure and length of sleeve from centre of back.

Price, - - - $6.50.

Jersey Knee Pants & Full Body Tights.

With Dr. Cooper's suspensory Pocket. Kept in stock in Navy, Black and Gray.

No. 730, with Pockets and Buttons, reinforced, - $2.50.
No. 732, full body tights, reinforced, - - - $3.00.

In ordering give waist measure.

JERSEY SHIRTS.

No. 722, long sleeves, choker collar, - - - - - $2.25.
No. 250, long sleeves, roll collar, lace front, very fine, - $2.75.
No. 719, long sleeves, no collar, - - - - - $1.75.

In ordering give chest measure.

WHOLESALE DEPARTMENT

Of our business has grown faster than we anticipated, and has taxed our facilities, but with increased space, we are now better able to meet any sudden call from the two thousand agents and dealers than ever before. We will take plesure in making quotations to any agent that has not already received our Catalogue and Discount Sheet, and shall be glad to have a share of their future orders, as we are located within seven miles of New York, and connected by four railroads, trains running within ten minutes of each other during the day we shall be glad to have any of our customers visiting New York to give us a call.

RENTAL DEPARTMENT,

In Orange is in charge of Mr. W. W. Walters, located at 16 Park street, just around the corner from Main street, where we shall keep a full line of machines for renting. As we are agents for the Columbias, Stars, the American Cycles, Coventry Machinists' Co., New Rapids, Springfield Roadster, etc., etc., we believe we can show a stock inferior to none.

REPAIRING DEPARTMENT

Has been put in fine shape, and we are prepared to do anything in the repairing line. Give us a call.

Our new Catalog is now ready, and will be mailed to any one sending us their name and address.

☞ Send for our revised list of Second-Hand Machines. ☜

Newark,
Telephone 673.

Orange, N. J.,
Telephone 134.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
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Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

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To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

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☞ **This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

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BOSTON, - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

REPAIRING

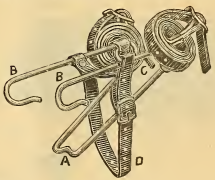
Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
100 Sudbury St., Boston, Mass.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND BOOK. By Henry Sturmey. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

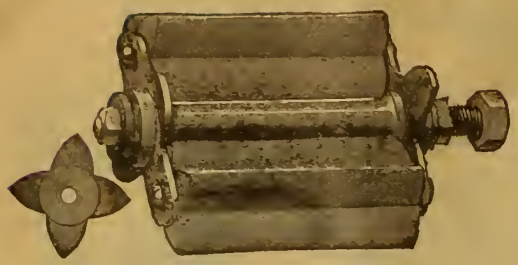
Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

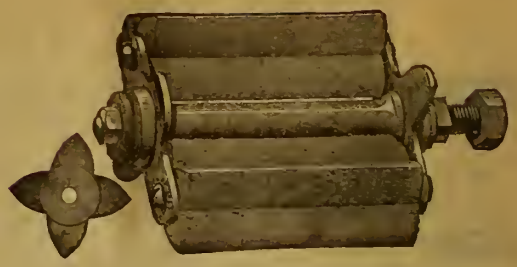
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249 Woodward avenue, Detroit, Mich.

THE NATIONAL A HIGH GRADE BICYCLE.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885.

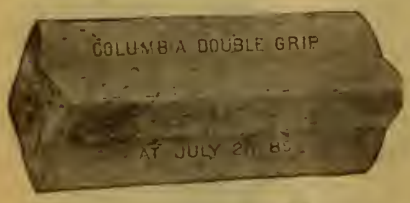
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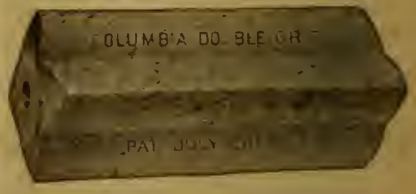
IF YOUR FOOT SLIPS,

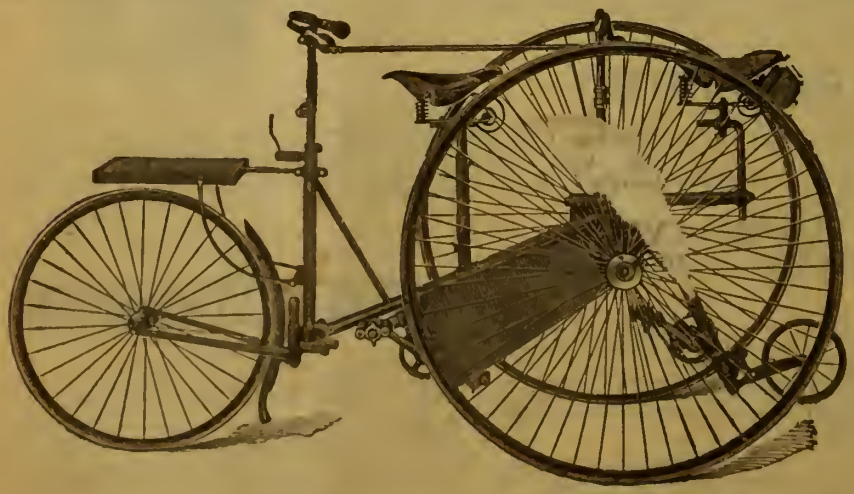
You are in danger of a header. To prevent it, use the Columbia Double-Grip Pedal Rubbers, which give a greater bearing surface for the foot than any other pedal rubber. In all others the pressure of the foot comes directly on the bolt which passes through the rubber, while in the Columbia Double-Grip it bears on the outside edges of the rubber, insuring a firmer hold, increasing with additional pressure.



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The Famous, Staunch, Reliable

RUDGE · TANDEM.

PRICE $250.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

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THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 1 JUNE, 1888.

Volume XVII.
Number 5.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLER, Secy-Treas.,

Leavenworth Co. Wheelmen.

* * *

Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayville, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, $1.00. Postage Paid.

JOHN HANLEY,

Bookseller, Stationer and Printer,
171 Woodward Avenue, - Detroit, Mich.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

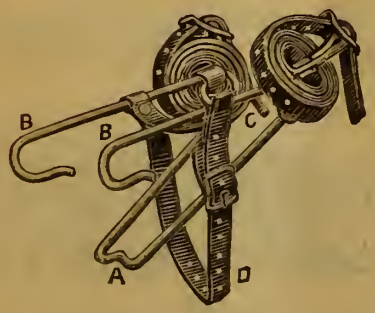
Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

BEFORE BUYING,
SEE OUR LISTS.
HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

SMITH'S DETACHABE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

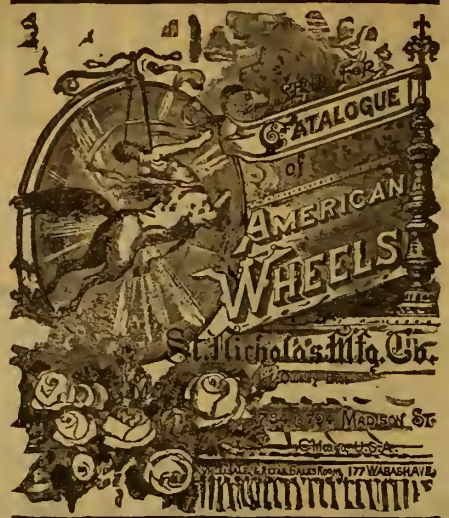
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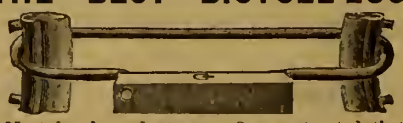
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NEW RAPID 1887 SAFETY, Victor 54-inch, Expert 52-inch. Write for prices. NEW RAPID AGENT, 329 River street, Troy, N. Y.

GENUINE Rudge Humber Tandem; very good condition, $150. Rudge Light Roadster, 52-inch, $75. Address XXX, care Bicycling World.

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FOR SALE—45-inch '87 Special Star, with Brooks cyclometer; nearly new; cost $122; $90. 48-inch '87 Special Star, nearly new; cost $112; $90. JOHN J. YOUNG, Braceville, Ill.

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FOR SALE—American Rudge, 58-inch, enameled. W. A. MEEKER, 329 River st., Troy, N. Y.

FOR SALE—Swift Safety Bicycle, rear-driver; like new; perfect order. W. M., No. 19 Halsey st., Brooklyn, N. Y.

FOR SALE. 54-inch Expert Columbia; full nickeled; nearly new; shows but slight use; perfect condition; cheap if sold at once. W. C. McCOMAS, Hagerstown, Md.

FOR SALE—Columbia Tandem; almost new; perfect order. Address E. VALENTINE, 47 Worth st., New York.

FOR SALE—54-inch Apollo; cow-horn handle-bar, Kelsey pat. handles; ball bearings to wheels, pedals and head; it is in perfect order; never ridden but one month; will sell cheap. Address Lock Box 69, North Attleboro', Mass.

FOR SALE—48-inch Star, containing cyclometer; with cow-horn bars, Buffer saddle, silent ratchet, and in first-class running order. Further particulars of C. E. L., Drawer 5277, Boston.

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$7.50 LAMP for an L. A. W. Badge or a good revolver. CHAS. VAN TINE, Elmore, O.

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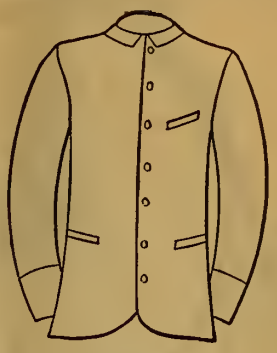
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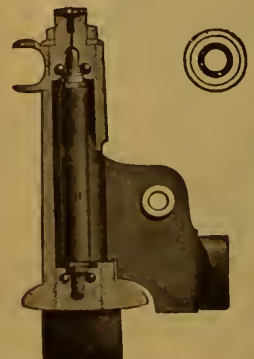


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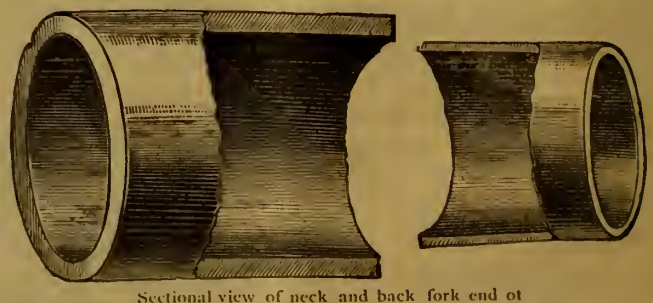
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Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 1 JUNE, 1888.

LAST week we called attention editorially to the advertisement of the Maryland Division, setting forth a scheme whereby the coffers of the Division would be filled so that the Entertainment Committee might have ample funds to give the visitors a big time, and at the same time to give the subscribers a chance to recoup on the possibility of winning a valuable wheel. We again call the attention of our readers to this scheme, prospectus of which appears on page 108.

LUCK seems to be going against Rowe, for just as he seems to be getting into form and beating a few of England's cracks, he has the misfortune to fall and break his collar bone, besides hurting himself internally. This news if true would put Rowe out of racing for a good many weeks. The collar bone will of course heal and be good as new in time, but we regret to hear of "internal injuries," an unknown quantity which we all regret to know exists, and which we shall be anxious to hear are not serious.

IT has come to our knowledge that Chairman Gerry Jones has notified a well-known amateur that in case he competes on the road with a rider whom the L. A. W. Racing Board have adjudged a professional, his good standing as an amateur will be jeopardized. This is news, and is a change of front not expected from the Racing Board. Heretofore the Board has held that the L. A. W. could in no way recognize road racing, and it has further held that as it did not recognize road racing it could in no way forbid amateurs and professionals from competing against each other in road competitions. We have carefully looked over the official department of this paper, but we have failed to find any official announcement from the Racing Board that hereafter they intended to recognize road racing. It cannot be that Chairman Jones is ignorant of the policy of the Board on this matter as he has been a member of the Board for some time prior to his appointment as Chairman. We should be pleased to hear some official utterances on this question, as our readers would like very much to know just where the Board stands to-day on the question of controlling road races.

THE SUIT ON THE DURYEA PATENT.

WE are in receipt of the following letter from the Gormully & Jeffery Mfg. Co., with request to publish:

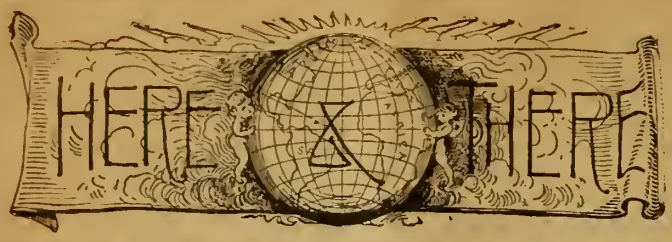
"*Editor Bicycling World:*—There appeared in your issue of the 25th ult., on page 75, about the middle of the column, a paragraph evidently clipped from the Boston *Globe*, as follows:

'In the suit of the Gormully & Jeffery Mfg. Co. vs. the Pope Mfg. Co., on the Duryea saddle patent, heard in the Circuit Court in Chicago on the 14th ult., the Court decided for the defendant and dismissed the case. The Gormully & Jeffery Mfg. Co. prayed an appeal, which was allowed upon their filing a bond.'

Now, Mr. Editor, this paragraph conveys an absolutely false impression. The suit on the Duryea patent was not heard in the Circuit Court in this city. By reading the enclosed clippings from the *Tribune* of the 4th, and the *Inter Ocean* of the 15th ult., it will be seen that the Duryea patent case was not heard at all, the question merely being whether, under the recent changes in the statute in Congress, the Pope Mfg. Co. could compel us to sue them in some other district than this, in which they have a branch store. So far as we are concerned we had much rather fight our battles without the assistance of the reading columns of the cycling papers, but we are compelled, in self defence, to protest against wilful misrepresentation on the part of the Pope Mfg. Co. We might further comment to the effect that this matter is a case of the Pope Mfg. Co.'s running away from us, and perhaps when we go to Massachusetts they will raise the same technicality to avoid that State's jurisdiction, on the ground that they are organized under the corporation laws of the State of Connecticut and therefore not residents of the commonwealth of Massachusetts, then, if we go to Connecticut to render service upon them perhaps they will claim that they are residents of the city of Boston. We could, to be sure, sue Mr. R. D. Garden, their manager or agent in this city, but it looks to us as though they would not stand by their agent in that case, and we have no wish to make trouble for any of the agents of the Pope Mfg. Co., preferring to deal with the company itself rather than to undertake to intimidate or cripple the business of any bicycle agent. As to the appealing of the case and filing bond as is customary, we would say that our lawyers, to test the legality of Judge Blodgett's decision, as members of the Bar Association, and at their own expense and volition, desired to carry it to a higher Court, which we, of course, did not object to. We think the foregoing will prove convincing to any impartial reader. We might still further remark, however, that we have another suit in progress against the Pope Mfg. Co. on our Smith ball-bearing and Lillibridge saddle patents, which, being already under way, with their consent in the first place, must and will be heard in this district."

CAPTAIN WHITNEY AT HOME.

IF there is a better known or more popular rider in New England than Ex-Captain Elmer G. Whitney, of the Boston Club, then we want to know him. It was a pleasant sight that greeted our editorial eyes last Saturday, as we descended the stairs of the club house, No. 36 St. James avenue, yes it was a pleasant surprise as we imagined the flesh and blood form that stood before us was shearing sheep hundred of miles away, on his ranch near Socorro, New Mexico. It was our privilege to be the first member of the Bostons to welcome him back under the club's roof tree, and it was our further privilege to be the first fellow-member with whom the returned wanderer sampled a glass of the famous club punch. The Ex-Capt. looked strong, brown, and rugged. The air of New Mexico, and the life he has been leading, have added muscle and taken away flesh. The winter climate he reports as fine. The life he and two white companions lead he says, is rough, and many times had his thoughts turned back longingly to dear old Boston and her civilized comforts. The main road or trail that leads for hundreds of miles through Colorada and New Mexico he reports as fine for cycling, and he had just received his Victor Safety the day before he left for the East. He says that for months he had not seen a bit of green grass, and when he struck Kansas and saw the verdant sward again, he though it was the prettiest sight he ever saw, but when he passed the suburbs of Boston, on the B. & A. R. R., he said he appreciated for the first time in his life, the exquisite beauty of "Boston's pride." He told us many interesting stories of his life in New Mexico. He will stay in Boston about a month, and then once more turn his face towards his ranch in the South West.



ENGLISH LETTER.

"SENATOR."

Beautiful England, with thy leafy lanes, green fields, singing birds, and good roads, you are hard to beat at this time of the year by any country. Walking this morning in a garden with the manager of a great cycle works, Mr. Walter Philips, of Rudge fame, to wit, we ascended an eminence which overlooked the numerous nurseries and gardens, which Coventry, for its size, holds premier honors, and a prettier sight I never saw. The sweet incense of thousands of blooming fruit trees and flowers seemed to be offering up a jubilee offering on this Sabbath morn. The roads too are very good considering the past three weeks of dry weather, and a ride to the famous Kenilworth Castle with the well-known racing cracks. Rowe, Allard, Oxborrow, and a few others later in the day was very enjoyable, although mounted as we were on racers, I bestriding a 54-inch 21 pound Rudge, Rowe on his Columbia, Oxborrow on a 28-pound Rudge bicyclette, and Allard on a 22 pound "Club." Looking over the visitors book in this "Castle," a place noted for clycle visitors, I saw among the 1885 visitors the magic names of London, W. (alias J. S. D.), A. H. Overman (with never a word about a certain "Victor") E. C. Hodges and Louis Harrison, members of the "Bosting Club," so goes the announcement. During my visit to William's, I mean Shakespeare's late abode at Stratford-on-Avon, I discovered the same names.

I received a letter from Jules Dubois, the speedy Frenchman, the other day, and it was Jule's initial effort at writing English, so after telling me that he had won some races on the road in France "and was in *very grand form*," thusly: "This is my first English writing letter. What you tinks, chestnuts?" Well, I think my very vivacious Frence friend is "getting on," to put it mild. Speaking of Dubois, it reminds me of a little incident which amused me while he was with us last winter. One evening in Edinburgh I received a telegram from Coventry which read: "Meet me station eight o'clock Dubois." Having some writing to do after tea I worked steadily on and in looking at my watch found to my alarm it was five past eight. Seizing my hat I rushed down the street to meet Dubois, and ran over him as he was turning the corner to my hotel with his racing bicycle in one hand and his portmanteu in the other. After supper and a quiet stroll we returned to our hotel—the Waverley—well known for its temperance management and home-like comforts, and the good managers asked me what we wished for breakfast on the morrow. I turned to Dubois, and in pantomine language asked him what he wanted, "beef-steak or mutton chops?" "Muttong"—and wait—he ejaculated, and darting up to his room, returned with his distinguished countryman, Max O'Rell's "Friend Donald," a book on the Scotch, as seen by O'Rell in a lengthy tour of Scotland. Running his finger down a page, he triumphantly exclaimed: "Porach," meaning "porridge," which this compiler of "Friend Donald" says is the Scots brain and muscle. "Muttong" and Porach" was Jules' diet while in Scotland.

As an article of food for cyclists, I have found in my experience as a racing cyclist, and from my experience with cyclists, is possiby the most wholesome of any food partaken of, no matter if it is cheap and coarse, and the Scotch know how to make it. "If people only partook solely or more of it there would be little for our doctors to do," was the response to a question by me by Dr. Allen (late of the Mercury Bicycle Club of New York), and now president of the Scottish Cyclist Union. Max O'Rell says: "It is porridge that makes such men as Livingstone, Gordon, Carlyle, Burns, Scott, Chalmers, men of iron nerve, intellectual ability and brave, and makes a Scotchman safe fron competition, for with his porridge, cool head, easy digestion, and low rate of expenses, who can compete with such a man?" O'Rell might have gone further and say that the backbone of Scotish success make champions Howell, Temple, Rowe, Allard, Wood and all fast cyclists eat porridge daily winter and summer.

I received a letter the other day from Cleves M. Moore, of Munich, Bavaria, well-known Cincinnati, Ohio boy, who is studying in Munich, and is President of the Munich Velocipede Club, the largest in Bavaria. We expect to meet Mr. Moore in July as he has invited the American team to appear in the splendid quarter-mile track, owned by the M. V. C., and in company with Dubois, Allard and others we will endeavor to visit the land of the unfortunate Ludwig family. By the same mail I received a letter from Christiana, Norway, from my Norwegian friend, Alexander Paulson the fastest ice skater possibly in the world, who made such short work of American skaters in the winter of 1884, at Brooklyn, Chicago, and other places. I had a hand in arranging the Paulson brothers Western tour, and it seems friend Alexander saw our names in a paper and wrote, inviting us to come and give them a day at Christiania, in their two-mile course. I'm afraid we cannot visit the land of the Leake and Golden escapades. T. A. S. Walker, editor of *Der Radfaher*, Berlin, writes me that the authorities have at last consented to allow tricycles to be used in the streets of Berlin, and that it argues well for our international tournament there June 10, 11, and 12. The American minister and the Crown Prince of Germany have promised to be present one of the days. Temple is keeping his "stock smile" in good order for the occsion, and hopes to convince "the hope of the Prussians" that he originally came from Nurnberg, and was on familiar terms with Martin—I mean Luther—although for advertising purposes he calls himself an American, but cannot claim to be thoroughly "representative," as there is no Indian in his make-up. But returning to the "graciousness" of the officials of the city of "iron rule," don't you think, dear reader that Frederick and his subjects are much behind the times in this enlightened age? and when I read Mr. Walker's letter: "Have at last consented to allow tricycles to be used in the streets of Berlin," I murmured, the land of bologna sausage, pretzels and Herrs and Vons, is some years behind the times. Germany, English travellers tell me, is ruled by police in a most despotic manner, and I fancy a good old-fashioned revolution against monarchy and official superstition would be well for the future of the nation.

I have recently preserved clippings copied and observations by English journals on American cycling and individuals, and find the Bicycling World is credited and quoted in one month with thirty-eight quotations, and the other combined American cycle journals twenty-three times. This should prove a very satisfactory showing of the influence the World yields.

BUFFALO.

"MERCURY."

The work on the cycling track has been begun, and it is expected it will be in readiness for practice in the course of a month or so. The Ramblers Bi. Club have made arrangements with the fair managers, whereby its members and professional riders only will have the privilege of using the track between now and September. As Mr. Ducker stated in the World and Bulletin of May 18th, should the track and grounds be in shape by July 4th the Ramblers will hold a "pony tournament" and field day, including cycle and foot races and other out-door sports, and a grand pyrotechnic exhibition in the evening. This will act as a "feeler" for the big tournament in September.

Captain Haifenstein wishes an authority on bicycle-club drills. Now, one at a time, gentlemen. [We sell a book on club drills.—Ed.]

The club runs of the different organizations are largely attended, which must be very gratifying to their captains. Keep it up, boys, it looks well.

F. A. Brinker climbed the steep Silver Creek Hill, making the third man who has mastered the feat, E. N. Bowen being the first. Its "Billy" Shack's turn now.

The Buffalo Club have adopted a dark blue uniform, sack coat turn-down rolling collar. F. A. Hodge furnishes the uniforms, C. F. Georgen the caps, and J. R. Baldwin the stockings.

Mr. Addington, of the East Aurora Fair Association, honored me with a call. He informs me the association intends holding a tournament July 4th. He has invited the Ramblers and Buffalo clubs to attend.

The Ramblers have a mascot in the form of a "Kaiser dorg, mit ein dwoisted schwanz." He bears a charming existence, under the euphonious appellation, "Geschmidt." The boys wouldn't part with him at any price.

There will be quite a scarcity of wheelmen in this city on Decoration Day. The Ramblers expect to have a full club attendance to Lewiston, the Buffalos about fifty or more to Erie, Pa., and numberless other parties to various different places.

SOMETHING like $500.00 will be expended in furnishing the Ramblers' new club rooms. Tickets have been issued, and quite a number already sold, for the bicycle raffle; the Gormully & Jeffery Light Champion being the make. The club deserves the success it is striving for.

NEW JERSEY NOTES.

"RATCHET."

ON Sunday, 20 May, W. G. Wilson, a popular member of the Hudson County Wheelmen, met with what easily might have been a very serious if not fatal accident. He was returning from a ride through the country, and while he on his wheel was riding along the towpath of the Morris Canal his thoughts were evidently far away. When he came to the Pacific avenue bridge, he seemed to have no thought as to its being a "low bridge," and striking a beam his wheel made a short turn, and plump into the cold water they both went. Fortunately for Mr. Wilson, who cannot swim, policeman Mulcox was at hand to give him a boost from the "raging canawl." His wheel was O. K. and Mr. Wilson soon began to feel the same way, after a rubbing down and a change of clothing at the club house. "All's well that ends well."

HOWARD A. SMITH has said good-bye to his cane, his ankle and foot being entirely well.

CHARLEY STENKEN has ridden ten miles in 35.20 in practice over the Irvington-Milburn course.

W. H. CALDWELL, of the Elizabeth Wheelmen, covered twenty-five miles in 1.37.15 a few days ago.

AT a special meeting of the Elizabeth Wheelmen on Tuesday (22) the Reverends Cunningham and Kerr were elected members.

THE Hudson County Wheelmen have entered Kluge, Stenken and Baggot to compete for the team trophy at the race meet of the Long Island Wheelmen, 2 June.

THE Elizabeth *Journal* says: "The roads are now in fair condition, a ride to Roselle on the dirt roads was passably good, and beyond that and on to Westfield, etc., very good."

THE Hudson County Wheelmen will go to Philadelphia as guests of the Pennsylvania Bi. Club on Sunday, 10 June. The features of the trip will be a run through Fairmount Park, up the Schuylkill River and over Lancaster pike.

LONG ISLAND NOTES.

"WING-FOOT."

THE trials for the medals offered by the Queens Athletic Club for the best mile records are commencing to attract attention. When the track has attained that improvement that time and use will bring, some very fast time will undoubtedly be made. N. F. Waters, of the Brooklyn Club, made a mile to start the ball, on Saturday, May 19th, in three minutes and twenty-six and one-half seconds, which held good until the 23d, when it was beaten by R. H. Davis, of the Harvard Athletic Association, who made the mile in three twenty-one and a fraction, on an Ivel safety in a high wind. This track is open on Sundays for inspection and practice.

MESSRS. MEETEER and Barkman, of the B. B. C., are entitled to credit for work done in connection with the reduction of the tariff on the L. I. R. R.

THE long anticipated race meeting of the L. I. W. will be held to-morrow afternoon at the grounds of the B. A. A., corner of Classon and Dekalb avenues.

THE friendly rivalry between the ordinaries and the "goats" in the B. B. C. has resulted in the arranging of a race between Messrs. Corby and Jones, the former giving the latter seven minutes start in ten miles. The race will be run at Orange at an early date.

IF any of our friends down in the wilds of Jersey should come across a lone, stray wheelman treat him well, for he is one of us, and wears a Mercury Wheel Club pin on the front of his cap. His line is passe-partouts, and he combines business with pleasure.

SCATTERING unattached wheelmen are commencing to come into the great century. For the benefit of those who are in doubt I wish to reiterate that they are as welcome as any others, and will be organized into a separate division by themselves if they enlist in sufficiently large numbers.

NOTHING has been heard lately of the project of a great combined meet of the wheelmen of the Metropolitan District on the Fourth of July. How would a big picnic, alfresco, do? There are any number of beautiful spots along the Sound, within easy riding distance, which could be obtained, and Flushing would make a good place to rendezvous. If the idea should take, our club will be glad to make the arrangements.

PITTSBURG and VICINITY.

"DUQUESNE."

THE mantle of glory has been yanked from the summit of Irwin's hill and for the present lies in a condition of innocuos desuetude, nine men having ridden the grade. It was first ridden by Murray in 1887, followed by Robinson. It was considered tough, but that was disproved a week ago, when six men climbed it in one day. Seidell was the first man up, Woods second, W. M. Justice third, A. C. Banker fourth, W. D. Banker fifth, and McGowin sixth. The following day Murray rode it twice without dismount, then Coleman rode it. It's terrible cold weather for the ordinaries, as none of the ordinary crank type have surmounted it. Nevertheless, I think Lenz would stand a good show with six and three-fourths-inch cranks. He did better than any of the "ordinary" riders, and if he can't get there, why "no one kin."

WHEN is the long-talked-of race between Alter and Young to take place?

THE Allegheny Cyclers are working hard for the greatest mileage. Lenz leads, with Taggart a good second; one of them will capture it.

THE Cycle and Athletic Association has secured its charter and is now in shape to do some practical work. Every good wheelman wishes it success.

T. B. LEE measured Irwin's hill, and approximated the gradient by means of an "Aneroid." Length, 734 feet; rise, 55 feet; with a rise of one in six and seven-eighths for 200 feet.

NEXT week I hope to give an account of the road race and hill climb to be given by the Beaver Valley Wheelmen on Decoration Day. The hill has never been climbed, and the man who climbs farthest will win, regardless of time. The fourteen-mile road race is over a hilly course, which will preclude any fast time.

O. H. ALLERTON left a few days ago for Harrisburg, Pa.; from there he goes a-wheel down the valley to the Shenandoah, which he will traverse on his way South; after taking in the Southern states, he will return Northward over a new route, a couple of hundred miles west of his original route. He will cover about two thousand miles on his safety.

"THE writer of this column to 'Keystone,' of the *Wheel*, greeting, and desires to state that the obnoxious specimen of the genus *felis*, mention of whom he made in last week's *Wheel*, is now no more. In accordance with a time honored custom the late lamented was in process of making his usual evening call one day last week, and while carelessly strolling across the lawn, ran against a rifle bullet, which put an end to the 'madding strife' of a dissolute life. Will either 'Duquesne' or 'Keystone' oblige the writer by composing a little sonnet dedicated to the departed after the style of 'Willie's Pants are Vacant Now,' or 'Papa's Pants will soon fit Willie?'"—*Pittsburg Bulletin*. Noctuary feline epics are not in my line, and if "Keystone" does not sing, I think Coleman might be prevailed upon to turn the crank.

CHICAGO.

"DIRECT SPOKE."

THAT enterprising West Side club o ours, the Illinois, have just opened their new club house. These young men deserve a great deal of credit. Their new house is a large, handsomely built structure, and will hold the 150 members of the club in good style—by the way it is amazing when one stops to look at the advance in cycling interest our city has had this year. The Fort Dearborns (formerly the Owls) have branched out in a style that is at once surprising and grand. They have a membership of nearly 200, and have probably the handsomest club house west of New York.

THE Æolus Bicycle Club have leased their present quarters for another year.

HARRY COREY has been appointed judge for the Pullman road race—certainly a wise selection.

SPRINGFIELD has the Illinois Division meet for "88." Chicago will be well represented. Several of our clubs intend to call club tours to that city. Special rates will be secured on the various railroads.

Bob Garden is in high feather over the Pullman road race ninety-one entries and twenty prizes, total value over $800.

Chicago would be a splendid city for Henry E. Ducker to take in on his Western circuit. Our wheelmen are "red-hot," and would be "with him" right through.

The Fort Dearborns will have a grand opening June 8th. They have been busy preparing for this event, and will sustain their reputation as the "kings of entertainers" on that evening.

The Chicago Bicycle Club has also had a boom and now stands squarely on its feet. These fellows have a suite of luxuriously furnished and handsomely decorated rooms in one of the immense business blocks of the city.

There is a certain sand hill on the Pullman road race course that has never been ridden over during the cycling season. Last winter, when it was somewhat hard, several of our hustlers managed to ride it, but never has it been done before.

W. A. Rhodes is in our city, and will attempt to lower the record over the Pullman road race course. He will ride a Springfield Roadster—by the way the Springfield is getting a strong grip on Chicago. Hendee has been in Chicago for some time, and has fully demonstrated that it is a good wheel.

N. H. Van Sicklen, scratch man in the Pullman handicap, has been training hard lately, and has managed to get into splendid condition. Winship, the young flyer from the Fort Dearborn Club, has a start of 2.30 over him, and will, I think, hold it all the way through. He is rapidly developing into a flyer of no mean ability.

Should I not mention the Lincolns, I would but have half told my tale of the wheel boom in Chicago. The Lincolns are scheming for a $40,000 club house. Their enthusiastic President, handsome Ned Oliver, is at the head of it, and he assures me it will be a big success. The Lincolns number about 140, and are a very lively crowd of boys.

Quite a novel sight was presented in the Chicago Opera House last Thursday night to a large audience, who had assembled to witness the perforance of Robson and Crane in the "Henrietta;" promptly at 8 P. M. over 150 members of the Fort Dearborn Cycling Club marched into the theatre. The boys were in wheel costume and made a decided "hit."

NEW ORLEANS.

"BI."

The first of the Louisiana Cycling Club's series for the "President's medal" was contested on the 13th inst., and was won by Lieutenant E. M. Graham, with eighteen seconds start, by thirty yards, in 8.32; R. G. Betts (scratch) second, time, 8.10; M. S. Graham (scratch) third, time, 8.11. The distance was two and one-half miles straightway, and the other contestants, their handicaps and order at the finish, as follows: J. W. Jay (25 seconds), L. J. Frederic (14 seconds), C. H. Fenner (10 seconds), G. C. Angamar (35 seconds), W. E. Hobson (18 seconds), H. H. Hodgson, tricycle (60 seconds). The race was the same old story of new men starting off for all that was in them and then dropping in short order, except in the cases of the first three, who cut a steady pace and held it, E. M. Graham surprising everyone in this respect, as his pace never once wavered, and in fact, until the last mile when they warmed up, he actually gained on the scratch men. The race between the latter was more "for blood" than the prize, and it was wheel and wheel until an eighth from the finish, when the pace told on Graham, and he weakened and fell back, finishing third by two lengths. The race between Jay and Frederic was also close and interesting, and the two will make an evenly matched pair for future events.

The second of the series will be run June 14th, distance, 11 miles, and over a course that will make some of them awfully weary. If the run is made much inside an hour it'll be surprising.

The N. O. Bi. Club has offered a medal to the member attending the greatest number of runs during this year.

The Louisiana Club will century run next month.

On June 3d both clubs will take a joint excursion to Bay St. Louis, Miss., a gulf resort fifty miles away. Shell roads are plentiful at the Bay, but walking and riding 'twixt here and there is very bad, trestles, swamps, etc. The boys will ride, however—in a train; so will the wheels till we get there. Both clubs are also down for a series of base ball matches.

A week ago it looked as if quite a party would attend the Baltimore meet from here. Now it has dwindled down to two. Such is life; but let it go at that.

Chief Consul Hodgson's term will expire in August. He has done noble work in the past, but will crown it all with a master stroke. He has arranged to have a "liberty bill" introduced into the Legislature now in session, and methinks it'll go through. Harry is a hustler. Make a note of this.

Fairchild with 556 and Betts with 396 miles led the Louisiana Cycling Club's mileage record for April. Fairchild has ridden nearly 3000 miles already this season. Can't see much fun in these five and six and seven hundred miles per month records, and I've been there.

Prof. Alphonse King, with his water bicycle, has come and gone. While here he rode his "contrapshun" across the Mississippi in 24 minutes; distance, including an unavoidable detour he made, about one mile and a half. Ride made in midst of heavy rain and wind storm.

Chas. Fairchild and wheel trained it over to Ocean Springs last Sunday. They also took in Biloxi, and Charley reports the sand as "six feet and no bottom," and riding consequently at a decided discount. He won't go soon again.

NEW ENGLAND.

"THE JOTTIST."

The Springfield Bicycle Club have decided on June 21 as being the date on which they will hold their Field Day. Whitman's Grove, Agawam, will be the *venu*. A dinner will be served at 2 P. M., and then the rest of the day will be spent in playing games of base ball, foot ball, races, and all sort of field sports. None but members will compete, and a very few friends of the club will be invited.

Thirty wheelmen from Springfield rode up to Holyoke last week, and were the guests of the Holyoke Wheel Club.

The E. Hartford Club will hold a race meeting on July 4th. Prizes aggregating $500 in value will be awarded.

New England wheelmen should not forget the Merchants and Miners Transportation Co. line of steamers as a charming method of going to and returning from the Baltimore meet.

The Maine Division will probably hold its annual fall meeting at Lewiston. Races will form a feature of the meet, and all the State cracks, with Patten at their head, will participate therein.

The Pequonnock Club of Bridgeport, Conn., propose to have a tournament and grand time out on the 4th of July. The New Haven Club will join them in making the affair a success.

Will Parker, a member of the Park City Bicycle Club, of Bridgeport, Conn., has rigged an incandescent electric light on his bicycle. It is run by a storage battery placed under the saddle.

Wilson Hill, Belfast, Me., is the Corey Hill of that section. It has only been ridden twice; once by W. E. Jones on a Springfield Roadster, and once by George E. Priest on an Expert Columbia.

It seems that last week, in describing some road improvements to be done in Brockton, Mass., we should have stated that the repairs were to be made on the highways of Bridgewater and *not* Brockton.

The Selectmen of E. Hartford, Conn., have gone to work in good earnest to macadamizing the highway of the Tallcotts, near Talcottville. The stone crushers are to be conveniently located, and work will be pushed.

Berlo, Porter and Alexander, all went out to Corey Hill last Sunday morning, and all succeeded in climbing it. Young Porter in the afternoon accomplished the feat again, and also succeeded in riding down on the other side.

Nothing in the way of cycling literature has received more flattering journalistic comment than the Connecticut Road Book. In our advertising columns this week, a number of press notices are quoted in connection with the announcement, which it will pay to read.

It looks as if $10,000 Kelly would capture the bicycle offered by Jordon & Marsh for the best batting average of the Boston Club. We hope to be present at the ceremony of the presentation, and we also hope to be present at the initial attempt of the great Michael to ride his prize.

Mr. Clarence Hyde, while scorching on the streets of Worcester with Mr. O. J. Fiske, took a nasty header. From all accounts it was a miracle that Hyde did not break his neck. A cab was procured and the hurt man was taken home. Luckily no bones were broken, and we trust Mr. Hyde is a wiser as well as a sadder man.

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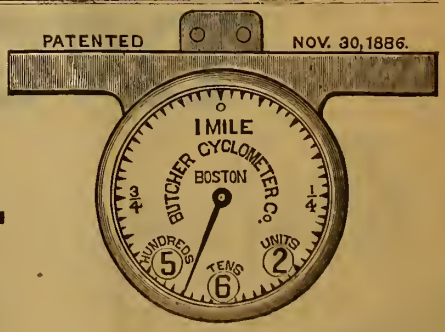
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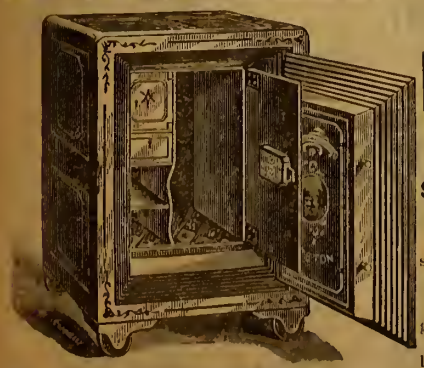
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Steamer Alleghany leaving Boston on Thursday, June 14th, will arrive in Baltimore Sunday morning.

Round trip tickets for party of 45, **$17.** Less than 45, **$20.** Single fare, **$10.** Including meals and staterooms.

Free transportation of Bicycles will be given to ticket holders. Rates to others on Bicycles, $1.00; Tricycles, $2.00.

Staterooms should be engaged a week in advance of sailing. For further particulars apply to

GEO. E. SMALLEY, Agent, Central Wharf, Boston.

Some nine Providence wheelmen are feeling a due amount of gratitude towards the officials of Cranston, R. I., because said officials did *not* proceed against them for riding on the sidewalk of that town. It gave the said nine a wholesome scare and hereafter the "highway" will be good enough for them. The manner of the officer in making the arrest, however, is strongly denounced.

The subscriptions for the proposed New Haven to New York path are coming in. The Overman Wheel Co. have subscribed $100 to the cause. Mr. Fisher wishes us to say that those wheelmen in Hartford and Bridgeport to whom he has written will do him a favor if they will advise him by mail as to their intended help or otherwise. Mr. Fisher will be at Baltimore with his little sub. paper, and he expects to add to the amount of subs. very largely.

The Quincy, Mass., steam road roller has been let to the town of Milton. Why is this, when the streets of Quincy are in such a wretched condition. The piece of road that was built from Quincy Point is in a wretched condition and the roller could be used to advantage and the town of Quincy be saved many dollars. The roads of Quincy have a local reputation of being the worst in the vicinity of Boston, and for no cause except the parsimony of the citizens.

Work on the side path between Holyoke and Northampton is being rapidly pushed. One and one-half miles has already been laid from Smith's Ferry toward Holyoke, and it is expected to put a heavy roller over it within a day or two. The track is four feet wide, and will be curbed so that it will be impossible for teams to interfere with it. The path will cross the road at least twice. There will be two bridges and all the grades will be easy ones. The leading spirit in this enterprise is H. M. Farr of Holyoke, who has put much time and money into the project.

The bicycle race between Taunton and New Bedford wheelmen for a silver cup will undoubtedly attract a great deal of attention. The Taunton club will be represented by Messrs. White, E. C. Anthony, C. E. Bolton, R. Borden and W. Rogers, while the New Bedford cyclists will put in the race Frank E. Weaver, Hoyland Smith, Fred Smith, Crawford Dunham and Herbert A. Sisson. The distance is twenty miles, and the race will be decided on points, the first man in scoring ten, and so on till the last man has finished. It is stipulated in the deed of gift that the cup shall be raced for every year.

Subscriptions for the building of the proposed New Haven to New York path should be sent to A. G. Fisher, 27 Lyon St., New Haven, Conn. Nearly $500 has already been subscribed. Each wheelman who subscribes to the path—and no subscription of less than $5 will be received—is to be constituted a stockholder in the enterprise, and will receive a ticket and a badge, which will entitle him to the use of the path at all times. Touring wheelmen from other localities are to be provided with visitors' badges, which are to be dated and will be good only for one trip. Other riders using the path will be liable to arrest for trespass, and all the members of the association will be interested in enforcing this rule.

NEWS AND COMMENT.

Howard A. Smith of Newark, N. J., lately injured his foot and ankle while riding. Mr. Smith is a wise man, as he had provided himself with an accident policy in the Fidelity and Casualty Co. of New York; so when Mr. Smith hurt himself he sent in a claim which was allowed, and the company have just sent him a check for $50, to repair damages. This is a practical hint for cyclers in general.

Bicycling News publishes an excellent portrait of W. A. Rowe, and in the same issue states that his records are "bogus."

The Connecticut road book should be in the hands of every rider in New England. It is a superb and most valuable work. See advertisement.

The initial number of the *Illustrated Buffalo Journal* has come to hand. This paper will be devoted to the interests of the great Fair and Cycle Tournament to be held in Buffalo next fall.

A correspondent from Williamsport, Pa., wants to know the best route from Plattsburg, N. Y., to Albany, N. Y., via Whitehall. Will riders along this route kindly furnish us with the desired information?

We are requested to publish the following notice: The Chicago, Milwaukee and St. Paul Railway has arranged that wheelmen with bicycles may enter and leave the yards of the Union Depot, Milwaukee, at the East end of the enclosure, on Second street. The officer in charge at that point is duly authorized to examine tickets, and will refuse admittance unless railroad ticket is shown. Procure your tickets at down-town office, or at Union Depot ticket office, and do not under any conditions attempt to run your bicycle into building, either at main passenger entrance or through baggage room. Riding inside of inclosure is strictly prohibited.

We are in receipt of the initial number of the *Athletic World*, to be published weekly in New York by Messrs. F. P. Prial and William Neuman. Both gentlemen are well known as being connected with the *Wheel and C. T. R.* The publication will deal with general athletics and out-door sports of every description. We wish Editor Prial and Manager Neuman every success in their new venture.

No. 5040 thus writes us, and challenges the old ones to tackle him: "I see considerable talk about old riders in the Bi. World and L. A. W. Bulletin. I claim to be the oldest rider in the L. A. W., and if there are any older I want to know it. I am fifty-nine years old next August, I ride a fifty-inch Columbia Expert, and this is my third year, I learned to ride two years ago this month. If there are any riders in the L. A. W. fifty years or more of age that would like to ride for purse or medal, I should like to come in, and I would not object to riders forty-five years of age if they would handicap themselves enough to make it even."

On June 3 Joseph L. Gard and C. C. Hopkins, of the Denver (Col.) Ramblers will start on a tour a-wheel across the praries, the former going to Kansas City, and the latter through to Columbus, Ohio. The proposed route is along the Kansas Pacific R. R. to Kansas City, to Hannibal, to Springfield, to Indianapolis, and to Columbus—about 1400 miles. Hopkins expects to make the trips, under favorable conditions, in three weeks. A complete record of the roads will be kept. Gard rides a 52-inch, and Hopkins a 55-inch ordinary. W. S. Doane, of Boston, now in Denver, proposes riding to Boston on his wheel during the summer.

A good story is told about R. H. Childs, of the San Francisco Club. He was treating a young lady friend to a tricycle ride to the Cliff House, and was about to start from there on his way back when it became impossible to move the tricycle. Mr. Childs left it at the beach and walked with his companion all the way to the Haight-street terminus, it being after the Park and Ocean trains had stopped for the day. The next day an express wagon was sent for the injured machine, when lo! It was found that the only thing the matter with it was that the brake had been put on hard, and Mr. Childs had neglected to loosen it when about to start for his return trip. This story would indicate a very precarious condition of the Child's mind, a condition which all susceptable young men will appreciate.

Of the Connecticut Road Book the Springfield *Union* says: "Mr. Huntington deserves the congratulations of every wheelman on producing so perfect a work. And he not only deserves congratulations, but the hearty thanks of every true lover of the wheel. There are road books, and road books, but Mr. Huntington's book stands pre-eminently as not only the best, but the first practical road book ever published. Fortunate the wheelman who has one of these in his possession, as it can easily be pocketed, and instead of the usual pondering over a mass of confusing names and unintelligible descriptions, in the 'Road Book of Connecticut' the cyclist will have a book that he can read and understand as he runs. It is the ideal road book, and a study and a practical test of it will convince one that its merits instead of being overestimated have been underestimated. It is certainly a book that will be of inestimable value to every Western Massachusetts wheelman as well as for members of the Connecticut Division of the League of American Wheelmen, for whom it was compiled." See advt.

Under date of 25 May, Karl Kron gives us an order for "Pedal and Path" (advertised elsewhere in this paper), for sending to one of the copartners who is selling "XM. Miles" for him in Australia, and he writes as follows: "On this anniversary of the day when the final form of my book was printed, I ask your sympathy for the ill-luck by which the pamphlets that are designed to advertise said book are kept for three months in the clutch of the insolvency court. I cannot get hold of them until the affairs of my bankrupt printers are settled, though the failure is no fault of mine. The applications now on file for pamphlets (150 pages of 'press notices' and specimens) exceed 200, and include nearly 50 from Great Britain; but I am quite willing to add another thousand to this free-list, as fast as the postal cards containing the addresses can be mailed to me at Washington square, New York. The gift-book, which may thus be secured for the modest outlay of one cent, imprises more printed matter than any cycling book existing at the end of 1886, and the distribution of 5000 copies thereof will begin just as soon as 'the law's delays' allow."

TO "PEDALS."

Oh! Pedals, now you've done it,
You've put Hillier on his ear,
And I see your rounded pipestems
A-trembling in your fear.

Your production was poetic,
But it was an awful slip,
For it worked George to a humor,
To smite us head and hip.

And the Britishers are kicking
At our records and our Rowe,
But, confound the cynic creatures,
Can their brains be made of dough?

We have honor in this country,
As we'd have George Lacy know,
And if he's judging us by English tactics,
Why, he can stomach his own crow.

Despite Dick Howell's beating him,
We have faith in Billy yet,
And believe he'll show his baby wheel
To Dickey bird, their pet.

Now hear me, dear Pedals,
Billy took your kind advice,
He friz on to the "ped-work,"
And frizzed like so much ice.

And you, too, dear Bi. World,
Wont to give head-work a rap,
You see it worked a feather
Into Richard Howell's cap.

So fight it down no longer,
Leg-work is good and right,
But without good sense and head-work,
One is apt to lose the fight.

R. G. B.

THE BALTIMORE MEET.

While Baltimore is first in many great enterprises, as shown in the article of last issue, she is not, in the holding of League meets, but she has one great advantage, viz., the experience of others to be guided by. Consequently, in arranging the meet this year, the aim has been to improve on weak points exhibited at former meetings, though they are few, we must admit. On the other hand, the brilliant precedent established by other cities must be maintained. To do both we have endeavored to arrange a programme that we hope will be attractive enough to induce the largest attendance ever at any former meet, which, in brief, is as follows:

The first day, Monday, June 18th, will be devoted principally to the business meetings, which will be held in the concert hall of the Academy of Music. Meeting of the Board of Officers at 9 A. M.; the constitutional convention at 2 P. M.; and the meeting of the Board again at 8 P. M. During the morning and evening, while the Board is in session, there will be numerous runs for those who do not have to attend these meeting; and in the afternoon, while the constitutional convention is in progress, the ladies' run will be taken.

On the second day, Tuesday, June 19th, at 9 A. M., the parade will start from Boundary avenue and Charles street and pass over a short route, which has been selected for its beauty, through the most attractive portion of the city, and over mostly asphalt pavements, with a very little Belgian block, which is well kept and affords easy riding, and disband in Druid Hill Park, where the League photographs will be taken, and cooling refreshments served, after which the route will be taken again towards Arlington Driving Park, over the Pimlico road, as described last week. Upon arriving there a bountiful lunch will be served, and here, with a fine and fast (half-mile) track, an interesting list of ten events, among which will be the one-mile L. A. W. championships for both bicycle and tricycle, a large field of starters, and the attendance of Baltimore's fairest daughters, only blue skies will be required to render the *races* one of the most pleasing entertainments of the meet. The races will be started at 3 P. M., sharp, and be over in time to allow the visitors to reach their hotels by 6 P. M. At 8 P. M. a Grand National Smoker will be inaugurated at the Concordia Opera House. A gymnastic, acrobatic, musical, dramatic, serio-comic and farcical "go-as-you-please" entertainment will be furnished from the stage.

On Wednesday, June 20th, the third and last day of the meet, besides the many beautiful and attractive runs over the famous shell-roads and others, a grand excursion down the Patapsco River, Chesapeake Bay and Severn River will start from Light Street Wharf at 3 P. M., sharp. The mammoth steamer "Columbia," sister ship to the "Grand Republic," will sail down the harbor, giving a fine view of the port; past Fort McHenry, with its historic interest and poetical inspiration, as illustrated by Francis Scott Key, and touching at Canton Wharf to pick up the tourists from the run down the shell road; past Fort Carroll, out into the noble Chesapeake, past numerous light houses and enter the Severn River, landing at the ancient city of Annapolis, the capital of Maryland, and cherished by every American who remembers that grandest act of the "Father of our country," who here delivered up his commission. After an hour spent in roaming about the delightful United States Naval Academy grounds, all aboard again, and swinging aronnd into the Chesapeake Bay, make fast to the wharf at the point of destination, Bay Ridge, the Coney Island of Baltimore. A dip into the briny, a saunter about the beach, or an indulgence in the many amusements at the famous resort, has sharpened appetites that must be pleasantly appeased, and the means are at hand in luxurious abundance. A supper on the unique products of the bay, combined with those of the land, and the average wheelman is ready for something more. A fine orchestra has enlivened the trip, and now it takes station in the Opera House and pours forth entrancing strains that cause agitation among the dainty feet of the pretty maidens and matrons. So, "on with the dance, let joy be unconfined," until the approach of the mystic hour when all are homeward bound. Eleven o'clock—a boom—a shrieking shell—a sharp explosion, and myriad dancing lights high in mid-air give the signal for all aboard. "Cast off there, fore and aft!" and once more the prow of the majestic steamer parts the waters of the Chesapeake. It is a heavenly moonlight, and the return trip of thirty miles is all too short. Music and moonlight, phosphorescent waters and gleaming skies, effulgent stars and admiring mortals—ah, if it could but go on forever! but no, the noble ship with its happy freight touches the wharf, and the Ninth Annual Meet is a pleasant memory of the past—*Vive la* L. A. W.

To those who have never been to the National capital, the meet will afford a good opportunity to visit it, as it is only an hour's run down there, and a few hours' riding over the smooth asphalt pavement and a glimpse at the public buildings, are worth the trouble of the journey, and you will be gladly welcomed by the cyclists of that city.

SHURMAN KNOCKS THE FORDS HILL RECORD.

"Special to the World."

Shurman climbed Fords Hill, Philadelphia, seven consecutive times without a dismount, on a Springfield Roadster. He finished fresh and could have gone up more times but darkness prevented.

H.

Philadelphia, May 28, 1888.

SHURMAN GETS THE RECORD ON EAGLE ROCK

One of the greatest feats on record in the way of hill-climbing was performed yesterday afternoon on the famous Eagle Rock Hill in Orange. J. H. Shurman, on a Springfield Roadster, rode from the corner of Broad and Market streets to the summit of Eagle Rock and back to the starting place, without dismounting, three times in succession. The feat was witnessed by nearly a thousand people who had been attracted there by an announcement in Saturday evening's paper that the feat would be attempted. The start was made at 3.39, from the sign post to "To Montclair." Frank Brock and another of the New York Bicycle Club men were at this point to take the time, while at the top of the hill was E. J. Decker, C. L. S. Walker, W. W. Walters, Messrs. Silver, Paxton and others. Shurman started up the hill as though it had no grade. Upon reaching the top he wasted no time, but came down at a pace which was simply terrific, the "coast" from the summit to the starting point could not have occupied much more than two minutes. He passed the starting point, turned and went off for a second trip at precisely 3.56, or 17 minutes from the first start; up and down, a turn around and off he went on the final at 4.09 3-4, the second round trip taking 13 3-4m. The last trip was the quickest by far, as he passed the finish at just 4.22 1-2, or 12 3-4m. for the round trip. This is the first time any person has ever mounted the hill more than once without a dismount, and the record will probably stand until Mr. Shurman beats it himself. At the finish he was as fresh as a daisy and said he could easily have made a fourth trip if necessary. This is a great victory for Shurman and the Springfield Roadster. To-day he is in Philadelphia for the purpose of knocking out Mr. Wells' records on Fords Hill. Percy M. Harris is with him.

Ratchet

Newark, N. J., May 28, 1888.

CHICAGO-PULLMAN RACE.

(*Special Telegram to the World.*)

THE great event to which Chicago wheelmen have been looking forward for weeks, the annual road race from Chicago to Pullman, came off to-day. It was the second held here, both having been promoted by R. D. Garden, manager of the Pope Manfg. Co's. branch house. Last year the number of entries and the grand list of prizes far eclipsed the expectations of even the most sanguine, and this year's event was even more successful. No less than eighty-six men sent in their entries, although the race was strictly confined to members of local clubs. The handicap, which was made known a week ago through the columns of the *Rerfee*, did not give satisfaction, but this is not to be wondered at, inasmuch as there has been absolutely no means of guaging the prowess of the men owing to the absence of any record in the racing line.

As early as nine o'clock there were hundreds of people on Michigan avenue, and by ten fully five thousand people lined the street, a large number of policemen having all they could do to keep the roadway clear. At this hour everything was in readiness, and the riders commenced to assemble in the roadway. Among the onlookers were Harry Corey of Boston, Art. A. Taylor of the Pope Mfg. Co., Chas. F. Stokes of the Springfield Bicycle Co., R. P. Gormully, L. W. Conkling representing the Victor, P. E. Stanley, President of the Chicago Athletic Association, and many others equally well known.

Promptly at 10.10, Paul Stege, F. J. Roberts, W. O. Munford, C. A. Stokes and A. W. Harris, the limit men, were sent on their way. The scratch man, Van Sicklen, started at 10.24, and six minutes later Rhodes, on a Springfield Roadster, started to beat the best record over the course. There were in all starters.

As soon as the last man had departed, the officials and at least five hundred spectators made a rush for the Illinois Central train, arriving at Pullman only a few minutes before the first rider came in sight. The crowd at the finish was tremendous, and it seemed as if all Pullman had turned out in honor of the event. Great excitement prevailed, and it was with difficulty that a course was kept clear.

The first six men in were as follows:

1. A. Lumsden, Fort Dearborn Club, 11m. handicap.
2. J. Sage, Fort Dearborn Club, 13m. 30s. handicap.
3. H. E. Loveday, Illinois Club, 9m. handicap.
4. H. E. Saeur, Lincoln Club, 7m. handicap.
5. F. E. Spooner, Lincoln Club, 7m. 30s. handicap.
6. W. B. Greenleaf, Fort Dearborn Club, 8m. 30s. handicap.

Winners' actual time, 54m. 47 seconds.

H. R..Winship, of the Fort Dearborn Club, made the fastest time, which was 53m. 20s. W. A. Rhodes did not break record, he going over the course in 54m. 52s. THE MULE.

RESULTS OF THE ALPHABETICAL ASSOCIATION'S ROAD RACE.

THE KINGS CO. W. AND HUDSON CO. W. TIE FOR FIRST PLACE.

(*Special telegram to the World.*)

AN anxious lot of cyclists we had here last night when it rained, anxious for fear that the rain would fall and the floods descend and spoil our long-looked-for road race. When the early bird saw that the weather would probably be propitious, eager preparations were made to get out to the starting point. Early in the forenoon the boys began to show up on the streets and avenues of Newark in goodly numbers, and the majority of them wended their way mountainward, some going to Park avenue, some to Central or Springfield avenues, and others going by way of Clinton avenue. But, no matter which road they took this morning, none of them failed to "catch on," by some route or another, to the Irvington-Milburn course. Considering the almost incessant rains of the past few weeks, the course was not in as bad condition as it might have been.

Long before noon people began trooping up Springfield and Clinton avenues from the direction of Newark; each car brought its share, and at one o'clock it was safe to say that four thousand spectators were on the course between the flagpole and Campbell's Dam. Taking a hurried glance from side to side as we move along the course one sees many familiar faces, and is able to point out uniforms of nearly every cycling club within twenty miles of the course. In the way of mounts this is the place to "pay your money and take your choice."

Everything looks green and fresh along the road, and as the "chosen ones" saunter up to their respective marks, each face wears that determined look which seems to say, "if I don't come out at the head I'll at least make somebody pull to beat me." Every one of the thinly clad flyers looks "as fit as a pin," and each one receives a perfect ovation as he comes to the front. The starters and results:

Kings County Wheelmen, Brooklyn—T. J. Hall, T. L. Wilson, Beazley, W. C. Marion; 34 points.

Brooklyn Bicycle Club—H. L. Bradley, W. S. Mead, J. W. Stenken, E. P. Baggott; 34 points.

Schoefer, J. F. Borland; 32 points.

Hudson County Wheelmen—C. E. Kluge, F. Gubleman, C. A. Elizabeth Wheelmen—W. H. Caldwell, S. J. Berry, Jr., L. B. Bonnett, G. C. Pennell; 20 points.

THE men finished as follows:

C. E. Kluge, Hudson County Wheelmen,	*1.30.00
E. B. Baggott, " " "	*1.30.00 1-4
H. L. Bradley, Brooklyns,	*1.30.01
T. L. Wilson, Kings County Wheelmen,	1.31.30
W. H. Caldwell, Elizabeth Wheelmen,	1.32.10
T. J. Hall, Kings County Wheelmen,	1.34.06
W. S. Mead, Brooklyns,	1.34.16
L. J. Berry, Jr., Elizabeth Wheelmen,	1.34.48
Beazley, Kings County Wheelmen,	1.35.52
J. W. Schoefer, Brooklyns,	1.36.12
W. C. Marion, Kings County Wheelmen,	1.36.44
J. F. Borland, Brooklyns,	1.39.22
F. Gubleman, Hudson County Wheelmen,	1.39.59
C. A. Stenken, " " "	1.41.09
L. B. Bonnett, Elizabeth Wheelmen,	1.43.00
G. C. Pennell, " "	Fell; did not finish.

* American record.

Nothwithstanding the rain of last night, the road was in fair condition. The lower part was good, the upper part was heavy. The New York Club withdrew. In the 23d mile Kluge took a header, but he was not much hurt, and he finished in good shape. On the 14th mile Stenken was taken sick, fell and cut his left hand badly, but pluckily remounted and finished. On the 22d mile Pennell took a fearful header, was picked up insensible, was cared for by a physician and taken home in a carriage. It was the finest race ever held, and the first three men in broke the record. Thomas Stevens acted as referee. RATCHET.

Newark, N. J., May 30.

THE VETERANS' RACE.

WE have received only one entry for our proposed aged mens' race at Baltimore this month, and that name is C. H. Stone, of St. Louis. We should have at least half a dozen entries in order to make the affair a success. In order that we may make the necessary arrangements, we shall have to ask those who contemplate entering, to send in their names so that they reach us by June 13.

THE ONE-MILE SAFETY RECORD.

AT Coventry on Saturday, May 12th, F. W. Allard, mounted on a "Swift" safety, made by the Coventry Machinists' Co., succeeded in beating the one-mile safety record, 2m. 39s., made by A. P. Engleheart. Allard was carefully paced by W. A. Rowe and W. J. Morgan, and finished full of running, his times being:

	M. S.	Previous Record. M. S.
1-4 mile - - -	*39 4-5	41
1-2 " - - - -	1 18 2-5	1 17
3-4 " - - -	*1 53 3-5	1 59
1 " - - - -	*2 37 1-5	2 39

This is still another feather in the cap of the Coventry Machinist people.

* Record.

THE AMERICAN TWENTY-FIVE-MILE ROAD RECORD.

W. L. VAN HORN'S twenty-five-mile road race took place Sunday, May 20th, at 9.45 A. M., and was a finely contested handicap race. The course is six and one-fourth miles long, and was run over four times. There were four hills on the course, and a sandy surface, so the riders had sixteen hills to climb, as well as the sandy surface to ride over. The winner, Robert Gerwing, won from the scratch in the splendid time of 1 hour 30 min. and 40 sec., which is the amateur record for America. Gerwing rides a 55-inch Apollo. There were ten starters, as follows:

R. Gerwing, scratch, - - - -	1 30 40 *Record.*
R. Creek, 15 minutes, - - - -	1 46 37
J. Collins, 7 minutes, - - - -	1 39 43
J. D. Park, 9 minutes, - - - -	1 45 00
H. E. Peck, 6 minutes, - - -	2 00 00
J. C. Epmeter, 7 minutes.	

Morris, Kennedy, Pynchon, Davis and Mulligan did not finish.

Mulligan rides a 36-inch Ideal, is fourteen years of age, and he had 15 minutes start; he went off at a good clip and rode about a mile, and getting tired, jumped off and rolled in the dirt and came back saying that he had taken a bad header and could not finish. Croll was one of the starters, and took a header, shaking his teeth pretty badly, and is now using milk diet. Says he is going into the next race, and is going to "do" the boys. Bob Gerwing is a fast man, and is capable of beating any of the Eastern amateur riders with ease for twenty-five miles or better The officers of the race were as follows: Starter, W. L. Van Horn; judges, W. S. Doane, Geo. E. Hannon; scorers, Harry Gordon and E. R. Rice; timers, Geo. E. Hallett, B. Backman. The time was very carefully taken, and the course measured by Lakin cyclometers. W. S. D.

[Our correspondent is correct as to this being record. The best previous twenty-five-mile record was made by C. E. Kluge, in November, 1887, his time being 1.31.03 1-2.—ED.]

[At the time the above was put in type, it was record, the performance of Kluge, Baggott and Bradley, in New Jersey, beat it.—ED.

THAT SAN FRANCISCO RECORD RIDE AND ANOTHER ATTEMPT.

Editor Bicycling World: Might I be allowed a little space in your columns in relation to the "famous" run of the San Francisco's to San Jose on Saturday, February 25 ?

There were some mistakes in the accounts published on March 23, which I will correct. Seven (7) men of the San Francisco Bicycle Club, consisting of Messrs. B. C. Austin, Jr., A. A. Mathews, Harrison Houseworth, Fred. Hess, Jr., F. J. H. Manning, W. A. Ruthrauff and C. Union Brewster left on the 4 P. M. boat from San Francisco and rode to Fruit Vale, leaving the train and taking their wheels at 5 o'clock; the pedaling was rapid, and with but one stop before arriving at Centreville, and that was one of ten minutes at San Leandro. They arrived at Centreville at 6. 40, making the run in 1h. 30 min. actual time—the distance 22 1-2 miles by cyclometer, as against 26 published.

They left Centreville at 8.15, and allowing a minute stop at Milpitas made the time 1h. 50 min. to San Jose, as we arrived there at 10.10 P. M, distance in round numbers 42 1-2 miles, whole time riding, 3h. 20 min.

Now the fact that they held the rapid pace into Centreville without trouble has set some of them to thinking that they could get into San Jose inside of 2 hours by using daylight clear through, and on next Saturday, May 26th, three of us, Messrs. Austin, Mathews, and myself, are going to give the time a trial—although the roads are in no where near the condition they were on February 25th.

We shall each take documentary evidence, have the paper signed by the conductor as to our time of leaving the train—at Centreville as to our arrival and departure, the same at Milpitas, if we stop there, and when we reach the St. James Hotel; we shall also take the cyclometer register at all places, and forward a copy of the whole to you.

If people call us l——s for 3.20, we will try and give them an opportunity to add a ——— in front of it.

We will make but (2) two stops, one at Centreville, about ten minutes, and the same at Milpitas, although the latter depends upon how we feel, as San Jose is but 7 miles further on, we may not stop at Milpitas at all.

We take the 2 o'clock boat and expect to reach San Jose about 6 o'clock or before.

Hoping some of the wheelmen will do me the justice to think I am telling the truth, I will sign my name as well as number.

Fraternally and truthfully yours,

C. UNION BREWSTER, 15,377.

WICHITA'S INDIGNATION.

THE constant reader of the BICYCLING WORLD will perhaps remember an article from Detroit Twinkler in the issue of April 27th. To doubt that the Star Bicycle Club had an enjoyable time during Miss Emma Abbott's engagement in their city would be a discredit to America's favorite actress. Neither has Wheelman cause to think that the Star Club had a jolly time on their Mt. Clemens run which immediately followed. But when he winds up his article by saying: "and talk about fun, I don't believe you Easterners know what the word means, so come here and we will teach you." It sounds like ignoring all wheelmen who happen (from choice) to be so unfortunate as to live west of Detroit longitude. A gentle hint to the writer for Washington Ladies' Cycle Club might also be in place. It is well enough to remember that the number of cyclists' west of the aforesaid places is no small item. To the correspondents who refer to their fellow-cyclists as "Easterners," allow a Kansan to suggest, that if they want to see the wheelman's paradise—roads the like of which they have never seen—come to Wichita, and a thoroughly organized club of thirty wide-awake and enthusiastic members called *Wichita Wheelmen* will take pleasure in showing them God's country.

A fifty-mile State record will be made by a member of this club on the 27th.

Kansas wheelmen are loath to understand why the rate to the National meet extended no farther west than St. Louis. However, the writer will endeavor to mingle with the "Easteners" on that occasions. ***

DECORATION DAY NOTES.

THE rain spoiled the prososed picnic of the Massachusetts Division. It was decided to hold a mammoth smoker at New Era Hall, Boston, last night (Thursday) and get away with the provisions provided for the picnic.

At Waltham, (Mass.,) Victor Kuhn beat A. H. Hale in the match for $50 per side. The distance was 25 miles, but Hale quit at 12 1-2 miles.

At the same place E. T. Bigelow won the 12 1-2-mile race, beating A. W. Porter and A. A. Brown. Bigelow fell, but he won in spite of the accident.

At the same place C. A. Adams won the 6 1-2-mile race, beating J. F. Lauthlin.

The meet at Portland of the Maine Division was a success, over 100 members being present. G. M. Worden on a Springfield Roadster won the hill-climbing contest on Clark St. Hill. This is the first time the hill has ever been climbed on a bicycle. It is 1132 feet long, and the grade is one in seven and one-half; 3000 people witnessed the contest. R. L. Patten and George Barnes also succeeded in reaching the top.

GRADE OF SON-OF-A-GUN HILL.

WE are indebted to the St. Louis *Spectator* for a table of the grades of this famous hill. We quote: "This hill is only little more than half as long as Ford's Hill, but the surface is abominable and there is no comparison as to grades. These measurements and levels were made carefully and certified to Dec. 2d and 3d, 1883, by Cola E. Stone, E. M. Starr and T. J. Reynolds, and neither the surface nor the grades on that kind of a hill improve by age. The length of the hill is 1,144 feet, and in this distance it rises 108 1-4 feet, an average of one in 10 1-2 for the whole distance. Beginning at the foot of the hill and taking a level at each change of grade, the result is as follows:

First	43	feet	rise	1	18.6
Next	35	"	"	1	8.2
"	30	"	"	1	7.29
"	40	"	"	1	9.17
"	10	"	"	1	6.23
"	40	"	"	1	14.7
"	35	"	"	1	8.1
"	20	"	"	1	6 83
"	45	"	"	1	10.2
"	35	"	"	1	8.8
"	35	"	"	1	8.29
"	50	"	"	1	11.7
"	90	"	"	1	10.7
"	80	"	"	1	9.29
"	35	"	"	1	8 29
"	30	"	"	1	7.29
"	35	"	"	1	7.8
"	35	"	"	1	8.
"	50	"	"	1	12.1
"	40	"	"	1	8 9
"	90	"	"	1	10.5
"	15	"	"	1	9.9
"	45	"	"	1	10.5
"	90	"	"	1	16.2
"	111	"	"	1	15.

BICYCLIST ROWE INJURED.

HE DEFEATS WOOD, THE NORTH OF ENGLAND CHAMPION, BY TWO FEET.

(*Cable to the Globe.*)

LONDON, May 26.—William A. Rowe, the American bicyclist met with a serious accident in a contest at Jarrow to-day. His collar bone was broken, and he received internal injuries. Rowe beat Wood, the North of England champion, by two feet.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

OFFICIAL NOTICE.

League members who desire place in the League tour, are respectfully requested to make application before June 9, to prevent delay in making final arrangements.

W. S. Bomberger, Tourmaster.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16th, 1888.

General Plan.—Rendezvous at Newark, Friday afternoon, June 15th, (afternoon run around the Oranges); leave Newark 4 A. M., Saturday, June 16, via Elizabeth to Plainfield, (short rest); to Sumerville, (rest and refreshments); to Trenton, (mid-day dinner and rest); to Philadelphia, via Bristol and Camden, 92 miles in all; finishing the Century on the Lancaster Pike in company with the Philadelphia Wheelmen. Mr. W. R. Tucker, of the Associated Cycling Clubs, has charge of the latter part of the run.

The main run will be under the command of Capt. L. A. Clarke, of the Mercury Wheel Club, from Newark to Plainfield; under Capt. F. L. C. Martin, of the Plainfield Bicycle Club, from Plainfield to Trenton; and under Capt. W. M. Crozer, of the Trenton Wheelmen, from the latter city to Philadelphia. Messrs. Fuller and Murphy, of the Brooklyn and K. C. W. clubs respectively, will act as buglers and pacemakers of the run, under the command of the above gentlemen.

The following is a list of the clubs interested, viz: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Huntington, Mercury and Yonkers, all of New York; and the H. C. W., Essex, Plainfield, Bloomfield. Rutherford, Passaic, Elizabeth, Trenton, Bordentown, Union County and Sumerville, all of New Jersey.

Unattached weeelmen are as welcome as any others, and will be assigned by number to the squads of one or another of the club captains in the run—or if their number is sufficiently large will be formed into a separate division by themselves.

The pace will be moderate, and as the route almost parallels the railroad, a break down would be of little consequence. For description of the route in detail see the "World" of May 4th.

GENERAL INSTRUCTIONS.

The headquarters will be The Continental Hotel, Newark, near the D. L. & W. R. R. station. The D. L. & W. is the best line for reaching Newark or Orange, and carries wheels free.

Club captains will please report to the commander at the above hotel, on the evening of Friday, June 15th, to receive their assignment in line, and to furnish information to the statistician of the run.

BUGLE AND WHISTLE CODE.

Whenever a general dismount is made for rest or refreshment, the "assembly" will be sounded by bugle, followed by "mount."

When in the saddle the whistle code will be used as below, viz:

———	Single file.
——— ———	Double file.
— — — — —	By fours.
———————	Dismount. (or by bugle).
——— ———————	Caution.

Club officers are requested to keep sufficient interval between squads to allow for the process of "tailing out" where riding in single file is necessitated.

L. A. Clarke, Secretary,
25 Broad street, New York City.

THE MAJESTY OF THE LAW MUST PREVAIL.

A few days since one of our best known and most energetic Boston wheelmen, who sometimes sells a bicycle to a friend, "just for the glory of the thing," was instructing a purchaser of a New Mail in the mysteries of the art of coming to the ground repeatedly without more serious injury than the loss of a few square inches of cuticle. This instruction was taking place in one of Boston's noted streets, a street where once resided the foremost exponents of "Boston cultuah." Now, alas, these good people have gone the way of all flesh, and with them departed also from this section the last vestiges of that noble art which people in the West insist is the birthright of all Bostonians.

The evident uncomfortableness of this youthful aspirant to the ranks of the L. A. W. (who, of course, hopes *sometime* to become President of the League, *vice* Kirkpatrick, retired with a pension), soon drew together a motly crowd of sightseers, who manifested unmistakably their approval at each fresh example of the tremendous force, which gravity exerts upon those who try to set at naught her laws. The crowd increased in size, completely blocking the approaches to the street, and the small boy was present in full force. "Yi, yi, looker that; ain't 'e a dandy tumbler." "My, wouldn't Barnum give 'im a job, though. "Say, Mister, are them legs of yourn padded?" This latter to the teacher. "Yer ain't got sand 'nuff ter ride a bisickle. "Get off yer perch." "Yi, yi, see 'im go it." "Cheese it, fellers, here's the cop." Enter the guardian of the peace, who walks up to our friend and collars the one with the big legs with the remark:

"See here, young feller, this thing's got to stop. Don't you know you haint got no right to ride in this street?"

"No right to ride in this street," says our friend, who has not heard of the League without getting points, "no right to ride in this street, what are you giving us?"

"None of your remarks," replies his majesty, "you just dust out of here."

"See here," replies the cycler, "don't you know that a bicycle has just as much right in the street as a horse and buggy?"

"None of your back talk," was the answer, "you just get out of here. I don't know nothin' about your having the same rights as teams, but I do know you can't use them things in this street, as long as I am here."

"Well then, where can we ride?" asked our friend.

"Oh, go up to the Common, that's a much better place." (Mem. We think it might be well for the Police Commissioners to post their roundsmen as to what is, and what is not proper in cycling.)

"Oh, they won't let us ride there," was the answer, as the twain slowly started along.

It may be interesting to some of our readers to know who it was so unfortunate as to be made an example of by the Law's servant. It was none other than "Harry Drummond, Harry, the popular, the pace maker, the forked-lightning salesman," better known to local riders as "Davie."

Q. D.

TO BROOKLYN WHEELMEN.

The new route to Flushing from Brooklyn cannot yet be given with exactness, but the general directions are as follows: From Bedford avenue out either Halsey street or Putnam avenue to Howard avenue, westward on Howard avenue and its continuation to the car stables at Ridgewood, turn right on the macadamized extension of Myrtle avenue, on right foot path to the village of Glendale. In Glendale follow the road across the rail road and up the hill, turn left at blacksmith's shop about 1-4 mile beyond, the rail road bridge to the left, turn right at next corner and then ask the natives the way to "White-Pot and "Ireland Mill." The road is sometimes known as "Strong's Bridge Road." Never mind the sign of "road closed," on the edge of the meadows. After passing the "Ireland Mill," turn left at the next road beyond, direct into Flushing. Distance between Ridgewood and Flushing, a short 8 miles.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

"Pedal and Path," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

We received our long-looked-for Victor Safety last week, and we notice many great improvements of the 1888 pattern over that of last year. The most marked improvement is that of the steering, that difficulty has been lessened so that now no difficulty is experienced. We are pleased with our mount, it is steady, easy running, and very comfortable machine.

A good story is told by *Sport and Play* of an English Bishop who sent around to the wardens a circular of queries, among which the following appeared: "Does your officiating clergyman preach the Gospel, and are his conversation and *carriage* consistent therewith?" The answer came: "He preaches the Gospel; doesn't keep a *carriage*, he only keeps a *tricycle!!*"

Will Harradon, on a 48-inch New Mail, essayed to beat Worden's record on Union Hill last week (Tuesday), and so he proceeded to climb that eminence seven times without a dismount, which he did, and was ready to go once more if it had been necessary. He is shortly to make a further attempt in the presence of formally appointed officials. This feat beats Worden's record by two ascents, Worden's record being five times. Will some one please give us the grade for Union Hill for our record-book. Mr. H. P. Merrill will perhaps favor us?

Through the courtesy of Mr. Stevens, the American manager for the Coventry Machine Co., we were given the pleasure of testing the qualities of the specially light Marlboro' Club Tricycle. We can say, without reservation, that we found it the easiest running tricycle we ever rode. This machine is built specially for light men, experienced riders, and good roads. For men of 150 pounds or under, and where good roads exist, a more excellent machine than this cannot be found. We take pleasure in thus commending this machine to riders where the above conditions exist.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from $1.00 to $100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15 Quadrant Tandem, value,	$250.00	
2d "	No. 15 " " "	250.00	
3d "	No. 14 Ladies' Quadrant Tricycle, val.	175.00	
4th "	No. 8 Quadrant Tricycle,	175.00	
5th "	New Rapid Safety Bicycle,	135.00	
6th "	New Rapid Roadster Bicycle,	135.00	
7th "	New Rapid Safety Bicycle,	135.00	
8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00	
9th "	New Rapid Safety Bicycle, value,	135.00	
10th "	New Rapid Roadster Bicycle, "	135.00	
11th "	New Rapid Safety Bicycle, "	135.00	
12th "	New Rapid Lt. Roadster Bicycle, val.	135.00	
		$1930.00	

3d Prize may be exchanged for a No. 8 Quadrant.

4th " " " " No. 14 "
5th " " " " Roadster or Light Roadster Bicycle.
7th " " " " " " " "
9th " " " " " " " "
11th " " " " " " " "

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the contributions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

It is designed that the prizes should be awarded during the meet in Baltimore, and the distribution will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the distribution.

The above plan not only affords every League member and others an opportunity to subscribe and make happy the delegates to the next Annual convention, but at the same time become possessor of one or more highest grade

TANDEMS, TRICYCLES, AND BICYCLES.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
BALTIMORE, MD.

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
WM. H. BEATTY,
Chairman.



ABBOT BASSETT, Secretary-Editor.

MEMBERS will find our ticket holder admirably adapted for carrying the League ticket at such outings as the League meet and the numerous spring tours now in contemplation.

"TELL them to bring their wheels, for they will have plenty of use for them in the programme of the meet, and very few wheels can be hired in Baltimore." This from Chief Consul Mealy.

THOSE whose names appear in the list of applicants published this week will be fully qualified members on the day of the meet at Baltimore. The names published next week will not qualify till June 22. Divisions will be represented in the Board meetings on the basis of their numbers, including this week's totals, except that many Divisions find themselves with many more representatives than they are now numerically entitled to, owing to the fact that the old Board holds over, and in that the Division quotas are based on the maximum of membership last year.

THE following extracts from the By Laws are pertinent to the Annual Meeting of the League, which is to be held at Baltimore June 18th.

Art. II., Sec. 1. Fifty members present (at the annual meeting) shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that *League clubs may choose by ballot one or more members of the club to represent them at the Annual Business Meeting or at any Constitutional Convention*, and each delegate upon presentation of credentials, *signed by the President and Secretary of the club*, may cast as many votes as provided for in his credentials in all proceedings of the meetings; but no delegate may cast more than fifty votes, and no such delegate shall cast a vote for a member present at the meeting if that member shall choose to cast his own vote.

Sec. 2. At the date and place of the Annual Meeting of the League there shall be a general parade to be arranged and commanded by the Chief Marshal, in which *only members of the League shall be allowed to participate*, provided they present themselves to the Chief Marshal or his aids in suitable uniform. This parade shall be marshalled by State divisions under the command of their Chief Consuls; the divisions shall have precedence according to the date of their their formation, and the clubs in the divisions shall have precedence in accordance with their seniority in joining the League.

Art. V., Sec. 9. * * * * * * * The number of votes that any League club shall be entitled to cast through its delegates at the Annual Meeting, or at any Constitutional Convention, shall be one vote for every member of said club in good standing, upon the rolls of the League.

The New Jersey Road Book

is not ready yet, but will be forwarded as soon as received from the publishers to all members of the Division who have sent in their names and the necessary postage. J. H. COOLEY, Chief Consul.

Delaware Hotel.

For the benefit of those going to Baltimore by the Tolchester route, I have appointed the National Hotel at Middletown the League Hotel. Meals 40 cents; per day $1.00—the regular rates being 50 cents and $1.50.

Very truly yours, &c., J. E. PALMER,
Chief Consul for Delaware.

Maryland Representative.

I take pleasure in appointing Mr. C. Henry Eisenbrandt, 424 E. Baltimore st., Baltimore, as sixth Representative of the Maryland Division.

Fraternally, A. E. MEALY,
Chief Consul.

Pennsylvania Consuls.

The following is a list of Pennsylvania Consuls for the term expiring Sept. 1, 1888:

1	Jas. Trethaway,	Alden Station
2	A. L. Biery,	Allentown
3	W. O. McConnell,	Allegheny
4	F. N. Pease,	Altoona
5	C. O. Burkert,	Ashland
6	Geo. H. Davidson,	Athens
8	W. A. Stadelman,	Ardmore
12	R. F. Randolph,	Beaver Falls
13	W. J. McNabb,	Bellville
15	J. S. Burns,	Berwyn
18	C. W. Funston,	Bloomsburg
19	Jas. H. Rugg,	Blairsville
20	Rev. V. G. Sheeley,	Bridgeville
21	C. E. Shank,	Bryn Mawr
22	E. S. Michener,	Brownsville.
25	H. L. Edgett,	Bradford
26	D. L. Cleeland,	Butler
27	Rev. F. N. Eaton,	Beaver
29	F. Grant Sweet,	Carpenter
30	W. H. Mealy,	Catasaqua
31	Jos. H. Walley,	Chester
33	J. E. Harder,	Clearfield
34	W. G. Lowry,	Clark
35	Wm. R. Wilson,	Clarion
37	F. E. Tyler,	Conneatville
38	Will A. Morgan,	Connelsville
39	J. A. Musser,	Columbia
40	S. Blaine Ewing,	Cannonsburg
44	Dr. G. G. Graham,	Dixmont
45	T. Vance Miller,	Downington
46	R. L. Earl,	Driftwood
47	Jno. C. Bennett,	DuBois
48	Mach. Brechbill,	Dunbar
49	U. S. G. Tobias,	East Mauch Chunk
52	C. Konigmacher,	Ephrata
55	Chas. A. Steele,	Frnnklin
56	P. R. Wells,	Frankford
57	G. E. Jacobs,	Gettysburg
59	J. V. Stephenson,	Greensburgh
60	M. C. Morris,	Germantown
62	Chas. L. Wilde,	Hazleton
63	Chas. P. Lusk,	Harrisburg
64	Edw. W. Bair,	Hanover
65	Saml. R. Thomas,	Hodendaqua
66	Dr. C. R. Brady,	Honesdale
67	F. N. Dampman,	Honeybrook
68	C. H. Alter,	Homestead
69	S. T. Shaw,	Irwin Station.
70	J. M. Dougherty,	Indiana
71	R. E. Humphreys,	Irwin
72	Will F. Lewis,	Johnston
73	Jos. R. Gawthrop,	Kenneth Square
74	Dr. C. J. Jessup,	Kittanning
75	Dr. Paul A. Quick,	Kingston
76	Wm. S. Gleim,	Lancaster
77	E. D. Spanogle,	Lewistown
78	Wm. V. Hayes,	Lewisburg
79	Dr. J. C. Bucher,	Lebanon
81	B. F. Brown,	Lock Haven
82	E. R. Schooley,	Luzerne
83	Frank Brosey,	Manheim
85	Ira G. Ross,	Mauch Chunk
87	J. L. Hammitt,	McKeesport
88	J. Frank Kitts,	Media
89	L. W. Bingham,	Mercer
91	Geo. F. Kahler,	Millersville
92	Bert Galbraith,	Milton
93	Frank Crissman,	Milford
95	H. C. Jessup,	Montrose
97	Geo. Chamberlain,	Mt. Pleasant
98	E. J. Kelly,	Monongahela City
99	S. D. Van Buskirk,	Muncey
100	W. N. Gregory,	Nanticoke
102	H. Warren Terry,	New Castle
103	Edw. T. W. Craig,	New Brighton
104	Will Scouler,	North East
106	E. J. Wanner,	Norristown
108	J. Clyde Swigert,	Newville
84	Ernest L. Wells,	Oswayo
107	G. W. Zerr,	Oxford
108	Chas. H. Lay, Jr.,	Oil City
8	W. A. Stadelman,	Overbrook
111	W. J. Parsons,	Parkersburg
112	Thos. Hare,	Philadelphia
114	Loraln Carlisle,	Philipsburg
116	Norman L. Jones,	Pittston
117	C. F. Seidell,	Pittsburg
118	Elan Quicksell,	Pottstown
119	C. A. Seidel,	Pottsville
120	A. C. Allison,	Punxatawney
122	Geo. Schecle,	Reading
124	Chas. N. Miller,	Rochester
126	Geo. W. Corwin,	Renovo
128	T. F. Cummings,	Scottdale
129	H. H. Hosack,	Scott Haven
130	J. A. Spencer,	Scranton
131	S. H. Murray,	Sewickley
134	Scott Pierce,	Sharpesville
135	Chas. P. Campbell,	Shickshinny
136	W. S. Palmer,	Sharon
137	Dr. F. C. Pierce,	Smethport
142	A. P. French,	Susquehanna
143	Wm. Henry,	Summit Hill
144	J. Pressley Coleman,	Swissvale
145	Jas. E. Tatnall,	South Bethlehem
148	M. C. Cooper,	Terra Hill
149	C. W. Burtis,	Titusville
152	Edward Nabor,	Uniontown
154	Will F. Henry,	Warren
155	Clayton Phillips,	Waynesport
158	H. A. Roser,	West Middlesex
160	Frank A. Deans,	Wellsboro'
161	Robt. P. Leonard,	White Haven
162	Jas. E. Patterson,	Williamsburg
164	Burt Voorhis,	Wilkes Barre
167	W. P. Swartz,	York

New York State Division Consuls.

List No. 7, appointed to Sept. 1st, 1888.

No.	Name.	Place.	Address.
6	John C. Haswell,	Hoosick Falls,	First National Bank, 2 Main st.; residence, 18 Parsons ave.
13	Irving B Knickerbocker,	Cortland,	40 Main st., Surrogates Office; residence, 21 Clayton st.
17	Henry H. Dickinson,	Dunkirk,	J. T. Hoole & Co., 353 Centre st.; residence, 516 Center st.
19	B. P. P. Gage,	Warsaw,	J. W. Montgomery, 17 Main st.; residence, corner Main and State sts.
20	Wm. Gray, Jr.,	Nyack.	
29	Elmer E. Pool,	Lockport,	T. C. Pool, 52 Market st.; residence, 143 N. Transit st.
30	John P. Bull,	Chester,	Main st.
51	Jonn W. Mellen,	Geneva,	214 Exchange st.; residence Castle st.
55	D. B. Van Wagener,	Suffern,	Suffern.
62	Chas. F. Stevens,	Elmira,	135 E. Water st.; residence, 416 W. Gray st.
63	Fred H. Norris,	Troy,	2262 North 3d st.
85	Herbert W. Knight,	Glens Falls,	149 Glen st.; residence, 84 South st.
89	L. H. Jones,	Castile,	Castile.
94	E. T. Laidley,	Port Jervis,	126 Pike st.; residence, 60 Franklin st.
106	James Arthur Jackson,	Dansville,	Sanatorium.
127	C. J. Waite,	Patterson,	Patterson.
145	H. C. Ogden,	Middletown,	James T. King, corner Main and South sts.; residence, Bennett Hill.
148	Chas. A. Whitehouse,	New Brighton,	corner Hamilton and Westervelt aves.
149	John H. Jacobs,	Long Island City,	84 Newton ave.
150	H. C. Longycar, Jr.,	Roxbury,	Main st.
151	Irving Saunders,	Alfred Centre,	Alfred Centre.
152	Harold T. Quortrup,	Richmond Hill,	Box 104.
153	Aaron Taylor,	Sloatsburg,	Sloatsburg.
154	Wilbur F. Lewis, Jr.,	Goshen,	Wadsworth & Gott, Main st.; residence, 16 E. Main st.
155	R. Frank Bowne,	Glen Cove,	Glen Cove.
156	Harry P. Bigelow,	Baldwinsville,	State Bank.
157	W. A. Hoyt,	Ancram,	Ancram.
158	W. I. Taber,	Herkimer,	Herkimer Bank, Main st.; residence, 32 Main st.
159	Chas. E. Pelton,	Lowville,	John Benedict, State st; residence, 100 State st.
160	A. W. Davidson,	Greene,	1 Genesee st.
161	D. W. Ingalls,	Seneca Falls,	Williams & Son, 108 Fall st.; residence, Hoag House.
162	Fred B. Corey,	Homer,	55 N. Main st.
163	J. Thornton Wing,	Arlington,	Bumatoe Place.
164	Jos. P. Monty,	Sandy Hill,	Sandy Hill Quarry Co.
165	Jas. V. Bruyn,	Kingston,	S. L. Drake, 20 Wall st.
166	P. H. Kellogg,	Rushford,	Rushford.
167	Chas. W. Landon,	Claverack,	Claverack College.
168	E. J. Stanton,	Earville,	North st.
169	Arthur E. Bell,	Milton,	Milton.
170	F. B. Rawson,	Cuba,	Sharp & Co., Main st.; residence, 12 Maple st.
171	G. W. Slocum,	Ithaca,	Ithaca.
172	E. N. Terwilliger,	Ellenville,	Ellenville.
173	Marcel Prineveau,	Ramapo,	Ramapo Wheel Foundry Co.; residence, Lake ave.
174	C. T. Gray,	East Springfield.	

G. R. BIDWELL, Chief Consul.

New York, May 25, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be

eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 141—Total 114—9886.

BOSTON, June 1st, 1888.

CALIFORNIA DIVISION—1—338.

San Fran. Bi. Club.

10095 Morse, S. B., 2330 Fillmore st., San Francisco.

CONNECTICUT DIVISION—3—410.

Ramblers Bi. Club.

10075 Harral, W. W., Jr., 202 Clinton ave., Bridgeport.

Unattached.

10044 Grohman, Carl L., Box 722, Hartford.
10141 Robbins, Milton H., Lakeville.

DELAWARE DIVISION—2—40.

Wilmington Wheel Club.

10077 Kurtz, John D., Jr., S. W., gor. 4th and Poplar, Wilmington.
10114 Van Trump, C., Reginald (P. O. address, Box 5128, Ithaca, N. Y.), Wilmington.

DISTRICT OF COLUMBIA DIVISION—2—93.

Capital Bi. Club.

10076 Scuffcrle, Percy L., 511 E. st., N. W., Washington.
10055 Booth, E. H., 2d Aud. Office, "

ILLINOIS DIVISION—1—566.

Jacksonville Wheelmen.

10078 Schureman, Lee, Jacksonville.

Ottawa Cycling Club.

10096 Wilson, J. H., Recorder's Office, Ottawa.

Unattached.

10035 Rogers, Thomas Jefferson, Ins. for Deaf, Jacksonville.
10036 Hasenstab, Philip J., Ins. for Deaf, "

INDIANA DIVISION—6—177.

Brookville Bi. Club.

10110 Federman, Geo., Brookville.
10115 O'Byrne, Henry B., "
10117 Rockafellar, Geo., "
10118 Rockafellar, Ed. R., "

Unattached.

10050 Jones, Harry, 130 N. Mer. st., Indianapolis.
10015 Lewis, F. A., La Fayette.

IOWA DIVISION—2—123.

Le Mars Bi. Club.

10057 Gaston, Chas. A., Le Mars.

Unattached.

10110 Ryder, Burns, Box 900, Clinton.

KANSAS DIVISION—1—119.

Wichita Wheelmen.

10120 Fortner, Albert B., "Beacon office," Wichita.
10137 Niederlander, D. R., 620 No. Lawrence ave. Wichita.

Unattached.

10087 Peafer, A. J., Kelly & Lysle, Leavenworth.
10088 Woodrow, H. G., Parsons.

KENTUCKY DIVISION—1—73.

Unattached.

10121 Lamb, Andrew J., Box 65, Louisville.

MAINE DIVISION—1—113.

Portland Wheel Club.

10058 Smith, Howard C., 221 Congress, Portland.

MARYLAND DIVISION—11—365.

Maryland Bi. Club.

10112 Guy, Walter E., 221 E. German st., Baltimore.
10113 Harding, W. H., 1702 Madison ave., "
10141 Wheeler, I. D., Drover Mer. Bank, "

Rambler Cycle Club.

9123 McClenahan, C. H., Cecil Cy. Port Deposit.

Unattached.

19059 Caldwell, Herbert C., 1050 N. Eden st., Baltimore.
19122 Hollingshead, D. S., Y. M. C. A. Bld., "
19124 Ostendorf, W. G., 201 W. Saratoga st., "
19046 Strow, Fredk. W., 1425 Lanvale st., W., "
19047 Williams, J. J., M. D., 327 No. Charles st., "
19125 Tilghman, Summerfield, Centreville.
19145 Fowble, H. D., York Road.

MASSACHUSETTS DIVISION—9—1090.

Columbia Bi. Club.

10048 Aldrich, James L., No. Attleboro'.

Roslindale Cycle Club.

19060 Cottle, Henry E., Roslindale.

Unattached.

19099 Bishop, El. B., Box 388, Andover.
19138 Bellamy, Rev. Francis, 27 Alaska st., Boston.
19139 Rodger, Geo. A., Leominster.
19140 Macomber, W. M., 13 Summer st., Medford.
19061 Drew, E. B., West Newton.
19062 Harris, Geo. W., 3 Webster st., Worcester.
19063 Kenworthy, John, 13 " " "

MICHIGAN DIVISION—5—233.

Graod Rapids Bi Club.

19064 Bennett, Chas. D., 110 Broadway, Grand Rapids.

Mountaineer Bi. Club.

19065 Mead, Edwards N., Box 62, Iron Mountain.

Unattached.

19079 Mosher, Wesley, Holly.
19080 Poole, Chas. H. S., "
19049 Polhemus, W. E., Ithaca.

MISSISSIPPI—1—11.

Natchez Bi. Club.

19120 Essig, Philip M., Natchez

MISSOURI DIVISION—3—305.

Unattached.

19101 Frank C. A., M. D., 3517 Market st., St. Louis.
19100 Miller, O. J., 3040 Washington avenue, "
19066 Kelly, Joe H., P. H. Smith Hardware Co., Sedalia.

NEW JERSEY DIVISION—16—644.

Hudson Co. Wheelmen.

19039 Baggot, E. P., 219 4th st., Jersey City.
19038 Cornwell, J. W., 346 Bergen ave., "
19040 Cordner, J. J., 400 Communipaw st., "

Morris Wanderers.

19127 Bellman, E. R., Madison.

Trenton Wheelmen.

19088 Thompson, Horace A., Box 611, Trenton.

Y. M. C. A. C. C.

19081 Duryee, Geo. W., 104 Park st., Orange.
19082 Geer, Frederic M., 48 Orange st., East Orange.
19083 Kynor, W. F., 02 Centre st., "
19102 Parmly, Geo. L., 20 Mulford st., East Orange.
19084 Raindle, R.S., P. O. address 02 John st., N. Y. City, Orange.
19085 Smith, Dr. Adam, 557 Main st., East Orange.
19086 Smith, Ifest Fenner, Jr., 32 Burnett st., East Orange.
19087 Underhill, Geo. A., 16 Burnett st., "

Unattached.

19103 Service, W. E., Bridgton.
19090 Vidal, W. T., 157 Belmont ave., Jersey City
19089 Bunn, Harry C., Pennington.

NEW YORK DIVISION—10—2113.

Buffalo Bi. Club.

19104 Cock, Chas. A., 183 Franklin st., Buffalo.
19107 Dawes, Wm. A., 302 Niagara st., "
19100 Ellis, Sam'l., 158 Prospect ave., "
19108 Morse, H., 55 Main st., "
19105 White, J. W., 101 Clinton st., "

County Seat Wheelmen.

19112 Hock, Robt. J., Goshen.

K. C. W.

19111 Johnes, W. W., 142 Lawrence st., Brooklyn.
19110 Seaman, C. F., 221 Cumberland st., "
19109 Wiegand, H. S., 79 Duane st., "

Wappinger Wheel Club.

19041 Clapp, B. F., Wappingers Falls.

Unattached.

19092 Chambers, M. C., 239 Hooper st., Brooklyn.
19129 Wood, Frank E., 1285 Main st., Buffalo.
19091 Bowne, Sidney B., Glen Cove, L. I.
19067 Baird, Howard A., 11 West Fulton st., Gloversville.
19128 Barry, A. R., 57 W. 92d st., New York City.
19050 Reismann, M., 173 E. 73d st., "
19051 Symmons, A. H., N. Y. Times, "
19042 Clark, J. W., Jacob, near 12th st., Troy.
10146 Phillips, N. D., Tuxedo Park

OHIO DIVISION—1—789.

Toledo Cycling C.

19052 Hubbell, E. P., Eaton's Lion Store, Toledo.

Unattached.

19131 Maxwell, F. S., Box 182, Steubenville.
19130 Albin, C. D., Springfield.
19068 Herbert, Wallace, Newton Falls.

PENNSYLVANIA DIVISION—18—1266.

Erie Cycling Club.

10113 McConnell, J. F., Erie.

Shamokin Bi. Club.

19069 Heilner, Lon N., Shamokin.
19070 Kurtz, A. J., "
19071 Mullen, T. L., "
19072 Timmes, J. J., "
19073 Ryon, W. H., "

Unattached.

19074 Ellsworth, G. M., Altoona.
19043 Jackson, Hickman, Kennett Square.
19084 Hickey, J. W., D.D.S., Littlestown.
10132 Cohn, J. H., Milton.
19093 Foster, G. E., Oil City.
10147 Powell, A. G., 1217 Callowhill st., Philadelphia.
19148 Powell, Mrs. S. E. W., " "
19135 Wildman, Dr. Wm., 1102 Arch st., Philadelphia.
10133 Shick, Chas. H., Reading.
19053 Huber, J. Frank, 108 Market st., Sunbury.
10054 Knerr, Rev. G. A., 1016 No. 7th st., "
10134 Unger, H. S., Waynesboro'.

RHODE ISLAND DIVISION—2—210.

Unattached.

10136 Chace, W. G., Box 885, Providence
10137 Hutchins, Harry M., Box 1125, "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

City and State,

References: , ,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $1.00; in April, May or June, enclose $0.75; in July, August or September, enclose $0.50; in October, November or December, enclose $0.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-Hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54-inch, fine condition, $75.00 each. Thken in exchange for new wheels, we are selling at less than actual cost. Every machine offered guaranteed sound. No wrecks. Brand-new Beeston Humber Light Roadsters $100, were $150. Ditto Racers $50, were $140. Brand-new Beeston Humber Crippers $160, were $185. New and second-hand Experts, Victors, Rudges, Mails, Rover Safeties, Special Stars, from $50 to $100. Victor, Columbia, Singer, Marlborough and Beeston Humber Cripper Tricycles from $30 to $125. Rudge Meteor and Beeston Humber Tandems from $65 to $160. Discount to dealers. Write for new List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humbers. L. H. JOHNSON, 401 and 403 Main St., Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

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SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

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OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

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Foot Rest,

FOR THE STAR,

For Easy Coasting.

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BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

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FOR SALE—52-inch Royal Mail Bicycle; full ball bearings, cyclometer, luggage carrier, &c.; good condition. Price $75. Beeston Humber Tricycle, 1887 pattern; not ridden 75 miles. Price $100. Also, Beeston Humber Tandem, with carrier and bag; first-class condition; 1886 pattern. Price $150. T. T. CHASE, 5 Mansion House Block, Troy, N. Y.

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What influence had Wanamaker & Brown with it, that they got the contract for making the uniform?

Merit—straightforward merit and goodness and the price. Better arguments we don't want.

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We've got the contract for uniforms for the greatest railroads in the country by that means. We make uniforms for the best military associations, cadet corps and military bands. It's a steadily enlarging stream with us—that uniform business.

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Send us your Uniform order promptly. You'll get it promptly.

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Send for samples of any clothing you want.

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We call special attention of all Athletes to our

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Each Garment in above cut we make in three different qualities.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

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Will send by mail on receipt of price. Send size of Waist and Hip.

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This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

PRICE, BY MAIL, 85 CENTS.

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Genesee Co., - - Le Roy, N. Y.

Discount to the trade. Mention this paper.

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competent to judge, and unprejudiced, whether he be expert or amateur, mechanic or business man,

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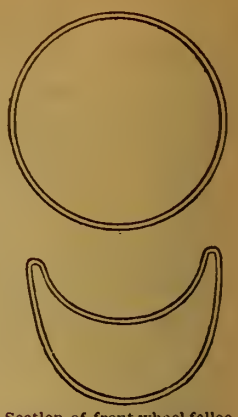
and appear to be a "mechanical climax," having reached that

POINT

where improvement is im-

POSSIBLE.

These felloes are of the best imported, cold drawn, seamless steel tubing, rolled into a hollow crescent shape and coiled while cold, thereby preserving unchanged the original quality of the steel, the only heat being used in the brazing of the ends together.



Section of front wheel felloe on Columbia Light Roadster. Actual size.



Section of rear wheel felloe on Columbia Light Roadster. Actual size.



Section of front wheel felloe on Columbia Racer. Actual size.

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THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 8 JUNE, 1888.

Volume XVII.
Number 6.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

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Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLER, Secy-Treas.,

Leavenworth Co. Wheelmen.

* * *

Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayville, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

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Knee Breeches only $4 a Pair.

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For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

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BY GEO. B. THAYER.

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Are made of the very best **Worsted** and **Fine Wool Stock,** and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled.

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$87.50 takes a 54-inch Am. Champion Roadster; never has been ridden; owner wants smaller size. S. W. KIRKLAND, Brattleboro', Vt.

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BARGAIN.—Make us an offer for a new Columbia Light Roadster Tricycle; also 55-inch Bicycle. T. B. RAYL & CO., Detroit, Mich.

GENUINE Rudge Humber Tandem; very good condition, $150. Rudge Light Roadster, 52-inch, $75. Address XXX, care Bicycling World.

LOOK. 48-in. Rudge L. R.; spade handles; B pedals. $85. Send C. O. D. for examination. Box 5, Augusta, Me.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, $165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

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SACRIFICE—One 52-inch Victor Light Roadster, and one 52-inch Gormully & Jeffery Champion, both pattern of 1887; in first-class condition; almost new. Will sell both machines to the highest bidder above $80 for either wheel. Bids open for 10 days. JOS. B. ESTLE, 708 Larrabee street, Chicago, Ill.

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$3.00 **$3.00**

TOULMIN'S BUFFALO BICYCLE SHOE,

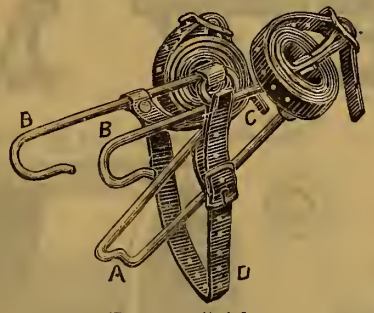
Is made of the finest genuine Kangaroo in every size and width **Price, per pair, $3.00.**

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(Patent applied for.)

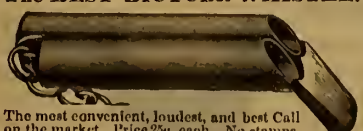
"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

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Send *price, lettering,* and state *gold* or *silver* for any

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BICYCLE CAPS.



No. A—30. Made of same material as No. A Grade of uniforms.....$2.00
No. B—30. Made of same material as No. B Grade of uniforms..... 1.75
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BICYCLE HOSE.

No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....$2.50



No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the *finest linen,* which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable.
Price per pair.....$1.25

No. 0. Fine Ribbed Bicycle Hose..... 1.50
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THE * SPRINGFIELD * ROADSTER

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CAN THEY BEAT THESE RECORDS.

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Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in 13 3-4 minutes. Third, in 12 3-4 minutes. Average, 14 1-2 minutes. Time taken by J. H. Sutherland and Frank Brock. Witnessed by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J.; and P. M. Harris, N. Y. Bicycle Club, N. Y.

Fords Hill, Philadelphia, Pa., 7 times without a dismount, beating all previous records, done by Harry Shurman of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

3d Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

Clark Street Hill, Portlaud, Me., by J. Minton Worden. The first time this hill has ever been ridden.

SPEEDY, SAFE AND MODERATE IN PRICE. SEND FOR CATALOGUE.

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All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Not a Broken Backbone Last Year!

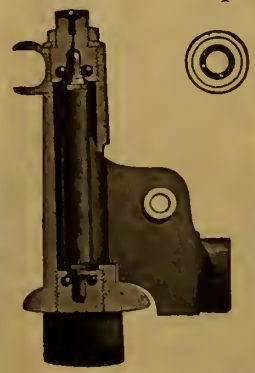


The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

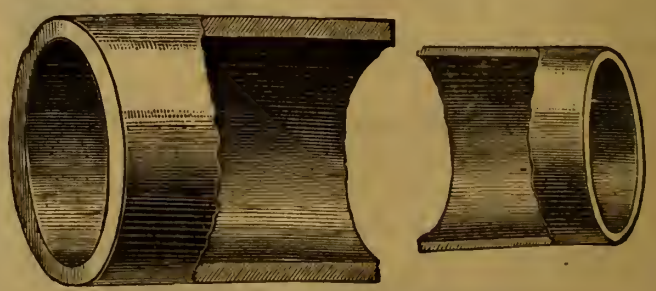
Sure 'tis a Trigwell Ball Head Year!

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern Improvements.



Sectional view of neck and back fork end of

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giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.
☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.
GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 8 JUNE, 1888.

THE scheme of the Finance Committee of the League meet to raise money as per advertisement on page 128 is meeting with great success. We are advised that over $1000 has already been realized. There is still a chance for you and others who may wish to take a chance.

THE subscriptions to the New Haven and New York path are coming in. There is, however, not that amount of enthusiasm that we would like to hear of. Brace up, gentlemen, you who live on the line of the proposed route should send in your little $5, or more, to Mr. A. G. Fisher, of New Haven, Conn.

WE desire to call special notice of League members this week to the several notices in our columns and the official department of the paper. We give all the information that will be of use to members contemplating a trip to Baltimore. Read them all carefully and make your plans to be in Baltimore during the meet, and then the trip to Washington should not be omitted.

MR. H. J. CROWTHER, of Baltimore, and Mr. N. L. Collamer, of Washington, will represent the WORLD at the Baltimore meet and at Washington. L. A. W. officials and others will confer a favor on the editors of this paper if they will extend the usual courtesies to our correspondents. We are sorry we cannot be present ourselves, but we can do better by our readers by staying in Boston and delegating the reporting part to efficient men.

SOME of our correspondents will notice that their contributions do not appear this week. There was a lot going on all over the country last week, and we have striven to cull and cut where we thought it could best be spared. We have an enterprising interview with H. D. Corey on the the Buffalo Tournament, and other matters of general interest, which will appear next week, together with other communications which will keep a week and not spoil.

GENTLEMEN of the League, this issue is about the last one that will reach many of you before the meet at Baltimore will be in full blast. The Baltimore men have worked earnestly and honestly to make this affair a success, and now it behooves you to pack up your gripsack and turn your face towards the "Monumental City." Division members who expect to be on hand should at once notify their Chief Consul of their intention of being present. Chief Consul Hayes, of Massachusetts, has personally appealed to us to urge all Massachusetts members to communicate with him *at once*, so that arrangements can be made in case such members desire to journey to Baltimore together.

L. A. W. MEMBERS PLEASE NOTICE.

THE route of the annual League tour, which begins at the Pennsylvania Club House, Philadelphia, June 11, is by way of Paoli to Coatesville, to Lancaster, to Columbia, to York, to Gettysburg, to Waynesboro, to Hagerstown, to Boonesboro, to Frederick, to Ellicott City, to Baltimore, arriving Sunday, June 17. Distance, about 240 miles.

HOTELS—NOTICE, L. A. W. MEMBERS.

PLEASE add to the list of hotels already given, The Altamont (American) can accomodate 75 guests, $3.00 per day.

Barnum's Hotel (American) can accommodate 300 guests, $3 per day. All other hotels will accomodate the wheels of guests.

GEORGE HAGERTY,
Chairman Reception Com.

WASHINGTON HOSPITALITY.

Editor Bicycling World:—In view of the fact that a large number of the wheelmen who will attend the League meet in Baltimore intend visiting this city on the 21st of June, the Capital Bicycle Club, at its last meeting, passed the following resolution:

Resolved, That the freedom of the club house be, and it is hereby, extended to all wheelmen who shall visit Washington after the L. A. W. meet in Baltimore. FRANK W. MOULTON,
Cor.-Sec. Capital Bicycle Club.

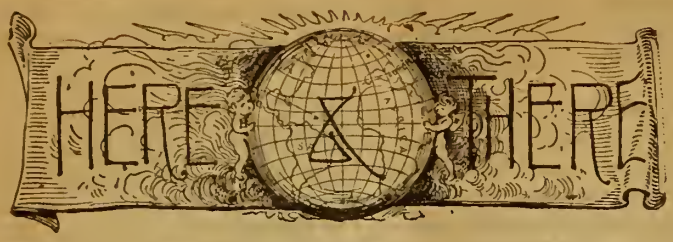
Washington, D. C., May 29, 1888.

SPECIAL RATES BETWEEN BALTIMORE AND WASHINGTON.

Editor Bicycling World: I take pleasure in announcing that the special rate of $1.20, from Washington to Baltimore and return, has been obtained on the Baltimore and Potomac R. R. Wheels free. This rate is good for six days, from the 17th to the 22d of June, inclusive. All persons calling upon Chief Consul Atwater, 1206 Penn. avenue, will be supplied with cards entitling them to the special rate upon presentation of the cards at either the 13th street ticket office or the depot. FRANK W. MOULTON,
Chairman Com. on Transportation,
D. C. Division, L. A. W.

Washington, D. C., June 4th, 1888.

A MOST dastardly act was that perpetrated by some hoodlums in the vicinity of the pumping station on Dorchester avenue the other night, as members of the Brookline Club were riding home. The *Chronicle* thus describes the affair: "While passing over the road leading from the station to Dorchester, Messrs. C. S. Cobb, F. M. Seamens and F. A. Singleton made a spurt and were riding rapidly some distance in advance, when their wheels struck an obstruction in the road and all three were thrown violently to the ground. The remainder of the party came up and upon examination found that a row of bricks had been laid across the street in the shadow of a an electric light pole, which being invisible to the advance riders caused their overthrow. The obstruction was placed by a number of boys, who from a safe distance viewed, and evidently enjoyed, the result of this dastardly act. The injured men managed to ride home, and called at Dr. Moore's office. It was found that Mr. Seamans' left arm had been dislocated at the elbow, and that he had received other painful but not serious injuries. He will be laid up for several weeks. Mr. Cobb sustained a bad cut upon his head and his hands and knees were injured. Mr. Singleton was not badly hurt."



ENGLISH LETTER.

"SENATOR."

Poor H. E. Ducker is receiving a terrible flaying from George Lacy Hillier on Springfield records and other things too numerous to enumerate. "Jarge," as the English pressmen like to call him, has had seriously some grounds of late to "get back at" his old grievances. Rowe's utter failure to show that "incomparable form" which the American press asserted he would show when he met Howell, and the pyramid built to his prowess by his admirers, and the sudden tumble acted like blood to a Bengal tiger in Hillier's case, and he ravenously swooped on his prey. I have had a good deal of useful information from the editor of the *Bicycling News*, and I still say he "knows more about head-work and racing than the compiler of laudatory paragraphs and poetry or Rowe will ever know," unless they don a racing suit and become champions, but I don't agree with Mr. Hillier in the record question, and will stake all I possess (and it's little now) on the bona fide of Rowe's reords, and have written Mr. Hillier so. Not, mind you, that I have too much faith in the "manager" of those records, as certain documentary evidence which I read in the public press weakened me, but I take Rowe's speed as a guarantee the records were accomplished, and Woodside's opinion, who helped to make the pace. Rowe can do 2.30 in England over the Long-Eaton track in two weeks from now, but he may not be able to beat Howell, for speed and wonderful generalship, beat (?) speed and little head-work, if one is fast enough to beat anybody, and some day may show "judgment" enough. I may have something to say about these champions in my future papers on "Champions whom I know, and champions I don't know and don't care to know either." We must acknowledge Mr. Hillier has the best side of the argument in "Legs vs. Head," and the talk of "necessary judgment and undoubted determination" by the young editor of your New York contemporary, whose "experience" of racing must be limited indeed, must have received a severe shock to his nerves when reading Rowe's successive defeats. The only one thing that Rowe ever did to give me confidence in him was his clever defeat of Fred Wood at Springfield; I watched that race closely, and let people say what they like, the men were travelling very fast on that home stretch, and *the best man won that day*. It was no criterion of Rowe's form to see him mow down men he knew, and men whom he had trained with; it was a man like Wood who would try any weak spot. You remember Wood never had a ghost of a chance. I wish since he had only placed his wheel alongside of Rowe, if only for twenty yards, to further strengthen my opinion of that race. There are many unkind enough to say the wheel Rowe rides handicaps him, and "pars" is already on the round to that effect. If the wheel was good enough for him to do 2.29 for a mile and two miles in the hour, it is good enough to win a race on, even if it is a "copy" of an English make.

Ducker's Buffalo tournment is the talk of racing England at present, and the prominence given it last week in the London *Sporting Life*, which devoted large space to some, and and the extensive reproduction by the Provincial press, have now made the Buffalo tournament well known. Howell threatens an invasion, so does Fred and W. Wood, Allard, Dubois, Oxborrow, Englehardt, Battensby, Robb, Lees (John and Fred), and nearly all the leading professionals. The amateurs are at a standstill, and interest at present seems to be all with the professionals; one or two amateurs may, however, visit the States this fall, but an abundant crop of honest riding "pros" will surely be on hand. Howell is still daggers drawn with the American division, and his recent victories only makes him thirst the more for our scalp. Howell's intense jealousy of the success of the team in a great measure accounts for this, as Howell likes to be looked up to as the great front of cycling, and notwithstanding his rough exterior is very vain indeed. The newspaper war between the latter and the team's manager have raged hot and furious of late with no signs of a truce.

I received a letter yesterday from my Chicago friend, Sam Miles, who used to hold down the *Sporting and Theatrical Journal's* editorial chair, and who, when I supplied "copy" made fearful havoc with same. At that period the *Journal* was at its tide-flood of prosperity through the careful editorial supervision and excellent business management of Miles, who was cashier. editor and manager, all in one. My "copy," Miles would sometimes tell me, would on sundry occasions have developed first-class assasination societies, and libel suits to boot, and that it was for my well-being the "blue pencil" rapidly and successfully traversed my "copy." Some years spent in my friend's company made me look up to him as a kind of brother or guardian angel, and strange to say, while he was a member of the famous Harriers Running Club of Bristol I was a member of the Newport Bicycle Club, and our clubs met in competition, and although having seen him perform several times, I did not meet him until we both met as "pros" in games at Philadelphia. Mr. Miles has been some four years editor of the *Journal*, and writes me he brings out on May 7th the first issue of the *Referee*, a paper devoted exclusively to all manly sports, saving possibly a little horse talk. This was Mile's pet idea, an American *Referee* (and indeed mine also), founded on the same lines as the enormously wealthy and popular London *Referee*, edited by Henry Sampson ("Pen dragon") and George M. Sims ("Dagonet") of novel writing, melodrama construction, and "Mustard and Cress" fame. It is my friend's idea to make the *Referee* a popular five-cent publication for the millions, and his thorough knowledge of cycling and cyclists warrants the belief that the *Referee* will be the great Western organ of all sports.

Wheeling is taking a vacation, or at least one of its rotund editors is, F. P. Low is in Ireland talking Cockney to the fair Coleen Bawns, in Ennis, Kerry, Powerscoat Falls, and other Dublin rural retreats. Meanwhile Mc., with a pen steeped in gall and wit, and occasionally, yes occasionally in that impartial style known only to your fearless servant, he acknowledges worth as follows: "Senator Morgan is either the most fair unprejudiced and impartial writer that ever put pen to cycling, or he don't know who his friends are." This in a recent issue of *Wheeling*, and right on top of, mind you, the trick-riding controversy, and to say I feel flatered Mc., to use your London bar-maid's quotation, "is to draw it mild." In my discharge of the duty of an impartial travelling (*or stationary*) correspondent, I never intend to say, black is white; if the color be black or chocolate, I shall always call it black, friends or no friends, to the contrary "friends" shall never (if I can help it) warp my opinions. I feel happier in calling men and things by their right name, so does Mc. sometimes, I have no donbt.

My distinguished—yea, distinguished—brother correspondent, J. Purvis-Bruce (what an edgy, romantic name it sounds), otherwise the gifted "Gentleman John" (now "Jack"), by his denunciation of "Peebles" and Scotland generally, has brought down on his devoted head a perfect avalanche of criticism and keen shafts of defence of "Peebles" and Scotland generally by the editors of the *Scottish Cyclist*, the latest addition to cycling lore, and good lore it is, too; edited by two smart writers who believe, like the *Irish Cyclist*, also in calling things by their right name. The editors this week publish a letter of semi-apology from my "distinguished friend," who allows he was annoyed by the flies—he did not say that the fish he was trolling for had wings and flew away, but something with wings annoyed him—possibly Robby Burns was on a tour of inspection. Now, fie on you, J. Purvis, you should have stuck to it (as I did and do about Aberdeen) that the natives of Peebles were far in arrears in manners to our red friends from Colorado and Dakota, and I would have backed you up; but to allow the flies influenced your judgment, like the Ripley road dinner and sandwich men's feed is unworthy even of you, with that quiet, sarcastic, cynical, Walter Scott face of yours. You can say what you like about your Scotchman, but he is all there, and to give your American precedence in anything over the Scotch—even credit the "Yankee" with having booked all the front seats in heaven, you will find your Scotchman there ahead, in full possession of the stage and private boxes On waking up one morning in No. 26 at the Edinburgh Waverly Hotel, I was intensely interested in a picture of the last judgment, pictures quite common in Scotch homes. At God's right hand came, first John Knox, next Robert Burns and Sir Walter Scott, then another crowd, in which the faces of Wesley, Whitfield, and other English divines were noticeable; but get on to the Scotch, they are there first, as they are in nearly all things. Remember, I do not for a moment quote the above profanely, as that is far from my heart and thoughts, but to show the immense assurance and enterprise of "Friend Donald." In Edinburgh and Glasgow, especially in Edinburgh, I never enjoyed myself better than in the company of my respected and talented friends, A. M. Donaldson and Dick Swiveller, of *Cyclist*, *Wheeling* and other cycling publication fame. But Aberdeen is quite different.

The N. C. U. gives their championship at Coventry, June 21st,

and Eugene Crist, of Washington, will start with "Osmond and Company." Unless Crist has improved wonderfully since 1886, he will follow Rowe. The meeting will, I think, be a financial failure, notwithstanding the wily Findley Macrae promises the natives a band and dancing. Oh! fancy Messrs. Sturmey, Hillier, Macrae, and "other N. C. U. shining lights" (phrase patented and copyrighted) dancing the light fantastic, to replete the N. C. U. treasury, with the frisky Coventry belles—polishers from the factories. 'Tis for a noble purpose though, and all for six pence, and even this device will hardly meet with the hard-headed Coventry workman's approval, who seems to be nauseated with the name of cycling, so constant is it before him.

KANSAS CITY.

"*MENTOR.*"

A WHEELING tour from this city to Denver is the all-absorbing topic of conversation now. The exact time of start has not been named, but will very likely be in September. The route will be practically as follows: Olathe, Topeka, Junction City, Great Bend, Lyons, Coolidge, Pueblo, Manitou Springs, Denver, and it is possible that the tour will continue on to Laramie and Cheyenne, Wy. T. The tour will be in charge of J. H. Everest, Chief Consul of Kansas, and C. C. Candy, ex-Secretary-Treasurer of the Kansas Division, but now Western representative of the Overman Wheel Co., Boston. Besides the above-mentioned gentlemen, the following wheelmen have signified their intention of going on the tour: Ned Jewett, Leavenworth; A. J. Henley, Wichita; Nelson T. Haynes, Harry G. Stuart, and the BICYCLING WORLD correspondent, Kansas City. It was originally intended that the party would be a small one, but so many wheelmen have asked permission to participate that it is likely the tour will be a gilt-edged one, with "L. A. W." blown in the bottle. Wheelmen who desire to go on the tour should inform the managers. It is well to state in this connection that the success of the tour does not depend upon the number that goes, as Candy and a few kindred spirits will make the trip, crowd or no crowd. The wheelman who says he will go and doesn't will "bob up serenely" in this affair, just as in everything else. Such is human nature. The trip promises to be an enjoyable one. A stop of several days' duration will be made at Manitou Springs, so the hill climbers, a la Wells, Greenwood, et al., will have a "fair shake" at climbing Pike's Peak. For the benefit of the climbists, will the local Consul at Colorado Springs favor Mr. Candy with a profile of the Son-of-a-Gun of the West, and the maximum and minimum grade? Also, will it be necessary to wear red flannels in the climb?

THE ladies' bicycle craze has at last reached Kansas City, and orders for two have been sent by Charlie Ellis, for two ladies of this city. The wheelmen here are extremely anxious to see them.

THE governor of the Soldiers' Home at Leavenworth has offered prizes for a series of bicycle races on the Fourth of July. The races will take place on the numerous driveways on the grounds. They are not circular in shape, but the surface is equal to a race track.

THE United Wheelman's third club run is to Olathe Sunday. The club members have a very pretty badge for their caps. It is in the shape of a wheel, with the monogram 'U. W." and "Kansas City" between the spokes in enamel, while the badge proper is gold plated.

OUR racers have received entry blanks for the races at Baltimore, but I can assure the WORLD readers, positively, that our flyers will not bear away any of the medals and glory. Owing to a misunderstanding between the racers and the wheel manufacturers the former have lost all ambition for cinder path honors, and can be seen playing the great game of retrogressive poker most any evening.

CAPTAIN NELSON T. HAYNES, Messrs. J. H. De Tar, R. B. Hall, R. M. Seibell, F. F. Austin, Harry C. Ramsey, Harry W. Bennett, Charles B. Ellis, T. E. Glavin, and —— Lamb, of the United Wheelmen, were the guests of the St. Joseph Ruralists' Bicycle Club on Memorial Day. The boys returned in the evening, and said the St. Joe boys were lavish in their hospitality, and that the day will long be remembered as one of unalloyed enjoyment. After coming home in the evening the boys attended in a body the performance of the Ninth Street Theatre.

YOU can always spot a bran new, fresh, guileless wheelman. His actions betray his newness. He grasps the handles like grim death, he mounts by jumping into the saddle, he gazes straight ahead, being afraid to turn in either direction. The other evening your correspondent was wending his way homeward, when he noticed a wheelman preparing to mount. He had stopped to see his Amarantha; he did look too stunning ("stunning" is a good word in the West, Mr. Editor). He had on silk stockings, patent leather shoes, and white linen, and a side board collar, with Gobelin blue necktie, and a decollete vest. He had also with him a "perhaps" moustache. He got his nickel plated machine out into the street, and with a graceful sweep of his arm, he takes off his lawn tennis cap, and with a beautiful sunny smile, said, "good bye, ah-reservoir," and blithely jumps into the saddle, off of it, and strikes the pavement with a dull, sickening thud. In base-ball vernacular, he fanned the air. In the catch-as-catch wrestle, his head goes through the wheel and comes out well mangled, as if he had been ground in a sausage mill. Moral: Never say good-bye to your sweetheart till you are mounted.

PENNSYLVANIA.

"*ARIEL.*"

CAPTAIN SUPPLEE, of the Pennsylvanias, has requested all members to join the club run on Sunday, June 10th, to be given in honor of the Hudson County Wheelmen, who are expected here on that date. The visitors are to shown a good time, and we hope they will carry away with them pleasant recollections of our city and its wheelmen.

ABOUT twenty-five of the Century Wheelmen are expected to make the Baltimore trip. Twelve have already signified their intention to go by wheel.

THE proposed race meet of the Camden Wheelmen did not come off on Decoration Day, owing to the unfinished condition of the track, and we had no races on the level in this vicinity.

THE Mount Vernon Wheelmen is the title of a club located on the asphalt of Mount Vernon street, and although not a large club yet they are active. A natty blue suit, with the letters M. V. W. in silver on the cap, constitutes the club uniform.

THE Century Wheelmen, at their last monthly meeting on last Friday evening, appointed Messrs. McGlathery, Rosenau, Sadler, Snyder, and Collins a committee to select a site on North Broad street for a new club house. A well-appointed house wonld have a marked effect in their membership.

A VERY handsome challenge cup has been purchased by the Pennsylvania Club to be held for five-mile races between the members. The winner must race for it with any challenger, at thirty days' notice. The cup is a magnificent specimen of silverware, about twenty inches in height, and was manufactured bv the Meriden Brittania Co., through Mr. C. A. Roberts, of the club, who is their agent here.

ARRANGEMENTS have been made for the Pennsylvania Club at the Hotel Rennert, in Baltimore, at one dollar per day, on the European plan. The members will leave the club house at two o'clock on Saturday, June 16th, riding to Wilmington, and the next day tour to Baltimore, via Middletown and Tolchester Beach, distance about sixty-six miles. In case of rain the B. & O. R. R. will be taken on Sunday afternoon.

"DUQUESNE" in last issue scores the driver sharply in the Corbit accident. He must have been a mean-spirited specimen to refuse room to a man who was in one way helpless, but at the same time Mr. Corbit had no business to coast around a bend "wide open." This reckless riding while on the road has done no little discredit to wheelmen generally, as well as having been the cause of many serious accidents to themselves and others.

WERE you ever in Delaware on your wheel, Mr. Editor? No? Then take my advice and don't go. And if the Wilmington Wheel Club ever send you an invitation, accept it—and stay right in the club house. They are a jolly crowd and can entertain you handsomely, but don't let them inveigle you out on the road. Your humble servant was one of a party of forty-two well-meaning but misguided wheelmen, who undertook a little jaunt from Wilmington to Newark, Deleware, on Sunday, June 3d. The occasion was a trip of the Pennsylvania Club on invitation from Wilmington Wheel Club; the weather was simply perfect—"Oh, what is so rare as a day in June;" the company was most delightful; and the roads were—simply vile! A rough, clay, country road (worse than any cobbled street) alternated with patches of sand twelve inches deep, through which you had to push or carry your wheel, with here and there a path six inches wide with a gully on one side, and a fifteen-inch rut on the other side—and there's your road! I have been riding for several years and never struck anything like it before. A cry of distress would be heard, and there would be a rider hung up along the fence; an abjurgation, and some fellow would have to take a pole to knock his cap off an overhanging bough. As for the tumbles and falls no one thought of counting *them*. One poor fellow on a Star particularly distinguished himself. We got to Newark at last, however, and the dinner the Wilmington boys gave us very nearly effaced recollections of our ride—especially as we

found there was a train home that afternoon. I must state, though, that some of the hard cases (perhaps I should say *hardened* cases) of the party scorned to take a train, and actually wheeled back to Wilmington. As the writer was in such a condition that he had serious thoughts of having his dinner served on the mantelpiece, he was not one of that party. It was a jolly trip though. Come again, Wilmington.

One of the pleasant little incidents was the unexpected meeting with Mr. Slothower, of the Rambler Club, Baltimore, who is now in Wilmington, and whose acquaintance we made last summer during our Baltimore trip. Not one of the least of the pleasures of cycling are the many warm friendships made all over the country by the tourist a-wheel.

LONG ISLAND NOTES.

"WING-FOOT."

In reference to the new route to Flushing, described last week, I omitted to record a necessary turn which should be made to the left at a high red fence, on the left hand side of the road, about a mile and a half from the car stables at Ridgewood. I would not advise anybody to attempt this route unless accompanied by somebody who has been over it previously. The continuation of Howard avenne, East New York, to the Northward, goes by the name of Palmetto street, and can be ridden on the western sidewalk for its entire length.

The long anticipated race between Messrs. Jones and Corby, of the Brooklyn Club—the former on a Victor Safety and the latter on his ordinary, was run off at Orange on the 3rd inst. Mr. Corby allowed Mr. Jones five minutes and three-quarters in seven miles and a half, but failed to overtake him, in fact only picking up thirty seconds of the handicap.

Decoration Day G. W. Kreger, L. I. W., won first place in the one-mile bicycle race at the Brooklyn A. A. Wm. Schumacher, same club, took first place tn the two-mile handicap at the Manhattan A. C. games. At Queens, Leonard Kirby, Riverside Wheelmen, took first place in the one-mile novice, Mathews, B. B. C., second. M. Marshall, N. Y. Bicycle Club, took first in the two-mile and also in the three-mile in 3min. 15sec. Mr. Kreger, in winning the mile race at Queens, as above, made the mile record for that track, and consequently holds first chance for that medal. The competition for these medals closes on the 16 inst, and on that day Mr. Loyd promises an especially attractice field meeting.

Well, the great road race is over at last, and very unsatisfactorily too, for the H. C. and the K. C. W. As a prominent member of the latter remarked, "I'd rather that we lose the race than leave it undecided." The record was badly beaten and the finish was one of the most exciting and beautiful ever seen in this country. The difference between the first and third men was but one second. The list of clubs represented at the course would be too long to publish, but they were legion. At "Davis" in Orange, the wheelmen at dinner numbered sixty-five of the Brooklyn Bicycle Club, two of the Mercury Wheel Club, twenty of the Trenton Wheelmen, and about fifty of the Long Island Wheelmen. The Brooklyns' representatives on the course numbered in all about ninety men. The only black spot on the whole day's fun was the actions of the drivers of the wagons and carriages who so unceremoniously crowded about the finish, and obstructed those who were late in coming in. Had there been a close struggle for any of the last places, the consequences might have been terrible.

MINNEAPOLIS NOTES.

"VERNON."

Decoration Day the boys of the Minneapolis Club took in two or three ball games, and also a lacrosse game in the afternoon. A ball club is on the tapis now. It is to be formed of the boys in the club. Quite a ball team might be formed out of Savage, Hale, Bell, Reid, Lacor, Leachman, Bartlett, Stacy and Bowers. When it is a sure thing they intend to challenge the Standard Bicycle Club, of St. Paul, if they have a ball club.

The boys at the club room are wondering who "Vernon" is, but as yet they have not guessed the right one.

A. M. Buckmann does not like to have the boys mention "Monte Cristo" or the "bill of fare" at the Windsor.

A "social wade" was called for last Sunday to the ball park, but the mud was too deep, and very few turned out.

The boys have received their L. A. W. suits. I will not say anything about them than that they have been to "see" their agent here several times. One of the boy's breeches were broader than they were long, but we don't complain much as their agent here is making them all right.

Lacor is ahead in the road competition so far. Hale and Bell have taken their cyclometers off. I guess they don't want the boys to know how much they ride.

Weather permitting, E. J. Hale and Colie Bell take a trip to Lake Minnetonka Sunday, the scene of Oliver Optic's new piece in the *Argosy*. If they have any luck at all, they will probably catch a good string of fish.

L. A. W. 2304, from Faribault, in the last *L. A. W. Pointer*, broaches a scheme in which they intend to get up a three-days' encampment in August or September, upon the shores of some one of the beautiful lakes around there. I, for one, shall take it in if it comes off. Would like to see you there, Mr. Editor, but suppose you are too far away.

My dear "Jack," I was very sorry to see what you said in one of your letters to the World concerning an amateur rider of this city, who put emery in one of the contestant's wheels in that great "fake" race between Whittaker and McCurdy. The same story was started here, but Tom Eck very conveniently left by the next train, or it would have been too hot round here for him. I know there is not a man in town, amateur or professional, that would stoop so low as that.

NEWS AND COMMENT.

Considerable discussion is now going on as to the proper size for safety and tricycle wheels. We have always held that the proper size was from 30 to 36 inches geared from 52 to 56 inches. We think that 30-inch drivers and 28-inch pilot about the proper size for tricycles. Our experience has proved this to our own entire satisfaction. The large wheel theory is correct *only* in theory, for this simple reason, that in the equal sized and large front wheel form the rider is placed so far forward of the axle that the objections to the small wheels are entirely overcome.

Look out for the cycle thief, he is abroad in all his war paint.

The Kentucky Division will hold their annual meet on July 4 at Covington.

Mr. M. H. Beachman, of Portsmouth, N. H., recently took a header, breaking his arm.

The road race held at North Adams, Mass., on 30 May, was won by Robert McClaren, of Adams.

Chairman Jones has awarded the three-mile New York State championship race to the Kings County Wheelmen.

It looks very much as if Temple was to be the man, if any, to wrest the title of champion from the doughty Dick Howell.

B. Hitchings and G. Cox, of Lynn, both on cycles, came into collision last Monday. Cox broke his jaw bone. No one's fault.

The Rhode Island Division announce a "25-mile road race June 27." But why a "road race" when it is to be run on a half-mile track?

The dates for the annual meeting of the Massachusetts Division will probably be August 2d, 3d and 4th, and Cottage City will be the *venu*.

Worcester, Mass., men are struggling for the local 24-hour record. James Wilson, Jr., stands at the head so far with 165 miles to his credit.

Cassatts Hill, Philadelphia, seems to be the latest grade for Quakers to attack. Wells has climbed it four times and then his tire came off.

Mr. C. C. Hopkins, the famous unicycle rider, started from Denver, Col., June 3d., to ride to Columbus, Ohio. His mount is a 54-inch Apollo.

"We put the watch on Rowe last Saturday morning in a private trial. Paced by Barber the first lap, by Synder the next two, and by Crist the last, he did the mile in 2m. 33 2-5s. He made a flying

"I use your Rams-horn handle-bar, and prefer it to all others."—Robert Gerwing, Captain Denver Ramblers.

Louis Hill, the well-known racing man of the Pennsylvania Bi. Club, has ordered a pair of G. & J. Rams-horn bars to be fitted to his new Rapid Racer.

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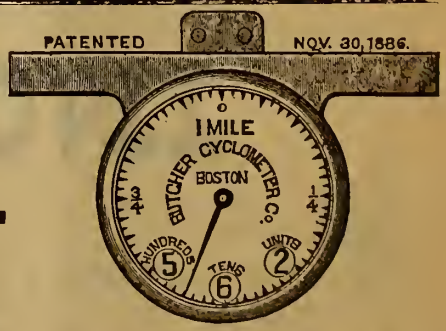
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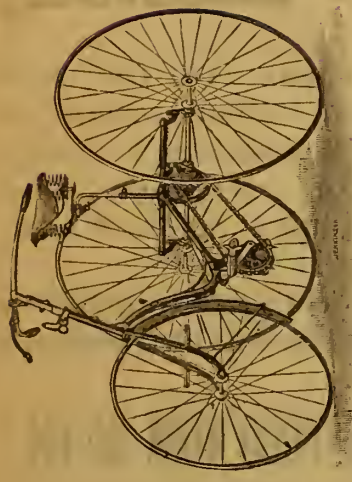
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start, but there was a strong wind blowing, and he had to sit up once to avoid running over his pacemaker. He is evidently improving in form, and will make Howell move yet."—*Cyclist.*

W. S. MALTBY, the famous trick rider, filled a very satisfactory engagement at the Maine Division meet and also at the Massachusetts Division "Smoker" last week.

ROWE has hard luck. The doctors order rest for months and so he is coming home to rest. His accident was a serious one, and may cause his retirement from the path.

THE rumor that Kennedy-Child was married, was met with a supercilious smile, but no longer can it be denied as the Child himself hath said 'tis true he *is* a Benedict.

WE are in receipt of a copy of the League programme, gotten out by Mr. Milton S. Wood. It is artistic and complete, the covers being particularly taking, and the letter press is fine.

COMPLAINTS are made that the Fairhaven, (Conn.) wheelmen make a nuisance of themselves by riding on the sidewalks. That does not do, gentlemen, and the practice should be abandoned.

RIDERS in the vicinity of Boston are notified that the city of Newton will enforce the law requiring cyclists to use a bell in riding on the streets of that city. The sidewalk fiend is also warned to look out.

THE "picnic" at New Era Hall, Boston, of the Massachusetts Division, was not so bad an alternative as was feared. The Committee could not control the weather, but they managed to dispose of that elegant lunch.

THE Troy Bicycle Club mourn the loss of one of their members, Mr. J. DeGolyer. Appropriate resolutions were passed at a special meeting, and the members of the club will wear crape for 30 days, out of respect to his memory.

PRIVATE advices from Mr. J. Purvis-Bruce, "Jack," would indicate that our Scottish-American friend would soon put in an appearance at the Hub. We shall be glad to welcome him back to the land of G. Washington, Esq.

IT is a pleasant thing to notice how much the WORLD is quoted abroad, but why is the courtesy of credit withheld in several "large" cases? We respectfully refer our remarks to our bright contemporary, the *Sewing Machine and Cycle News.*

GEORGE C. PENNELL. of the Elizabeth Wheelmen, who was thrown from his wheel in the "Alphabetical Association's" road race, May 30th, was reported last evening as coming round all right, the only damage done being a severe shaking up.

A PARTY of wheelmen will ride from Williamsburgh, Pa., to Baltimore, Md., all members in that vicinity who desire to "join the glad throng" can communicate with D. S. Drake, Huntington, Pa., and the desired information will be furnished.

AS a special inducement for young wheelmen to join the club, it was voted, at the last regular meeting of the Massachusetts Bicycle Club, that hereafter there will be no admission fee, and the minimum limit of age for membership was reduced from twenty-one to eighteen years.

TWENTY-EIGHT members of the Buffalo Club made a successful century run on Decoration Day. Starting from Erie at 5.25 A. M. they arrived home at 10.15 P. M. Total elapsed time, 16h. 55m.; total mileage, 101 miles; riding time, 9h. 51m., or a trifle over ten miles an hour. The day was fine and the roads in fair condition.

THE fellow shopmates of Mr. I. Mott Cutter, in the Wakefield Rattan works, presented him with a hand-power tricycle which cost $175. Mr. J. C. Garood of Lynn built the machine, and generously donated $17.50 himself toward the cost. Mr Mott is a cripple and can only use his hands and arms. We have nothing but admiration for the Christian-like charity of Mr. Mott's fellow workmen.

THE associated clubs of Philadelphia are not dormant as will be seen from the following: "Messrs. Jackson, Gideon and Collins have been appointed a committee to represent the Associated Cycling Clubs of Philadelphia before City Councils' Highway Committee, when the ordinance relative to the repaving of Broad street shall come up. A committee has also been appointed to confer with the Pennsylvania Railroad officials, in order to obtain free transportation for bicycles when accompanied by their owners. Messrs. Supplee, Hare and Wells form the committee."

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

LATEST FROM CHICAGO.

OUR Chicago correspondent's budget arrived just as we go to press. We open the forms to say that Rhodes and Van Sicklen claim that their time given and made in last week's race, should be two minutes faster. A second attempt by Rhodes, over heavier roads, showed no better results. Van Sicklen tried it again also and did it in 53m. 19 1-5s. Winship s time being 53m. 20s.

Winship has challenged Van Sicklen, at present the challenge is not accepted.

CENTRAL NEW YORK.

WE wish we could give space to the full and interesting account by Salina of how the Syracuse, Cortland, Binghamton and Elmira and other central New York wheelmen joined together at Cortland for a jolly good time on Decoration Day, but space and time will not allow of it. It proved to be a great day for wheelmen in that section, the races, parades and lantern parades creating great interest among the non-cyclers. We give below the result of the races:

One-mile novice race—E. H. Budd, of Elmira, first; J. H. Carroll, of Elmira, second; H. E. Merrill, of Cortland, third. Time, 3m. 50s.

Half-mile race—H. C. Hersey, of Elmira, first; E. H. Budd, of Elmira, second; J. H. Carroll, of Elmira, third. Time, 1m. 4s.

Boys' half-mile race—W. H. Loveland, of Binghamton, first. Time, 2m. 10s.

Two-mile race—H. C. Hersey, of Elmira, first; J. H. Carroll, second; Fred Meloin, of Cortland, third. Time, 6m. 32s.

Consolation race—H. E. Merrill, of Cortland, won.

THE IOWA DIVISION MEET.

THE Iowa Division met at Cedar Falls on the 29 and 30 ult. Business and a banquet consumed the time on the 29th, and on the 30th some fine racing was done. The opening race was a half-mile won by Merner, of Cedar Falls, in two heats, time, 1.42 and 1.43 1-2. The second was a mile race, won by Eckert, of Dubuque, in straight heats, time, 3.47 and 3.45. Following this a half-mile spurt for the championship of Cedar Falls, won by McElwain, of Cedar Falls, in 1.40 1-4. The last race, two miles, was also won by McElwain, of Cedar Falls, in 8.08

The next meeting of the Division will be held in Grinnell in July of this year. R. L. Thompson was chosen to represent the Iowa Division at the National convention to be held in Baltimore June 19 and 20.

SHURMAN AND WELLS.

ARRANGEMENTS have been made between Jno. Wells of Philadelphia, and J. H. Shurman of Lynn, to ride a match on Corey Hill, July 14th. It is understood that Capt. Kendall, of the Boston Club, will have charge of the affair. We hear that Mr. Wells has a specially built machine with "extension levers," on which he has ridden in his attempts on hills. If this is true, then it takes away somewhat from the glory that Mr. Wells has covered himself, as it was generally supposed he rode an ordinary geared road machine. In Shurman's attempts we are advised that the wheel he has been riding was geared to about 52, or, the ordinary road wheel gear. We hope that in the Corey Hill test both men will ride ordinary road wheels, with the ordinary gear and no extension flummery; only in this way will the test be of any value as a record and comparison for future tests.

RHODE ISLAND DIVISION MEET.

THE subscription races at Roger Williams' Park, Providence, R. I., May 30, were a great success, and the track in fair condition. The starters for the three-mile State championship were W. A. M. Scott and George P. Hutchins, of Providence; H. G. Wilkes, Newport; J. Thomas Lakey, Providence; and Howard L. Allen, of Warren. They finished in the order named. Time, 9.37.

The one-mile tricycle race was competed by Charles H. Weld, of East Greenwich, and William Van Wagoner, of Newport, the former on a Marlboro' Club and the latter on a Columbia. Weld winning a contest that was close for most of the distance in 3.25.

The one-mile, open only to Rhode Island wheelmen, was an eye

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opener to those who have no faith in the rear-driving "Goat," for the winner, Bruce, on a Victor Safety, fairly ran away from the field of ordinaries and Stars. This race was contested by B. Taylor Bruce, of Providence, Weld and William C. Miller, of East Greenwich, Van Wagoner, E. Rowland Philips and Clarence E. Munroe, of Providence, and Charles F. Phinney, of Pawtucket. Bruce distanced the rest of the field and won the race in 3.02 1-3; Weld 3.05; Miller 3.06 1-3.

In the one-mile tandem race Charles H. Tucker and Hutchins were pitted against Charles H. Bowers and Weld. The former won a tight race in 3.18 1-2.

The closing event was a one-mile Rover type safety race, Bruce, Bowers and Philips entering, and Bruce winning on his Victor in 3.16 1-2, Bowers second.

TEMPLE WINS TWO RACES.

(Cable to the Globe.)

DUBLIN, June 2.—At the bicycle races today the mile handicap was won by Temple of Chicago, Woodside second. The mile race was won by Temple.

FORDS HILL FOURTEEN TIMES—NEXT!!

(Special to the World.)

JOHN A. WELLS climbed Fords Hill Monday, 4 June, fourteen times without a dismount. Shurman's record is seven times.

H. C.

AN ATTEMPT TO BEAT SHURMAN'S EAGLE ROCK RECORD.

BUT for the stupidity of the driver of a buggy last Sunday, Fred. Coningsby on his Victor Safety would have tied Shurman's record of three times up and down Eagle Rock. He had reached the top once and was turning round when the aforesaid buggy got in his way and forced him to dismount or be run over. He, however, mounted again, coasted down, then completed his other two ascents and descents without further mishap. Coningby's last trip was made in 12 1-2 min., and the first trip in about 15 1-2min. He will try again. This is the first crank machine ever up Eagle Rock.

HARADON'S WONDERFUL PERFORMANCE.

W. M. HARADON'S feat of climbing Union Hill, Springfield, seven times without a dismount only whetted his appetite to try and do some more of the same kind only better. So last Saturday Haradon, mounted on a 48-inch "New Mail," started to ride the hill. Haradon contemplated going up ten times, but when the tenth trip was made he felt so fresh that he decided to go fifteen times. And this he did. The hill was climbed without a dismount, and Haradon also backpedaled on every downward trip, doing no coasting at all. On the fifteenth trip the time was taken from the Dale street crosswalk to Maple street. Haradon took a flying start and went at the hill at racing speed. Up he went without a waver, and when "up" was called the watch announced 29 seconds! To climb a hill fifteen times without a dismount and without coasting, and then make the last trip in 29 seconds, is a feat of which any wheelman may feel proud. The idea of climbing the hill was suggested to Haradon by the statement that G. E. Worden, who represents the Springfield Roadster, had climbed the hill five times, wearing a big cane and a tall hat. Haradon dispensed with the plug hat and cane accessories but got there just the same. When he finished, he was in the best of condition and wanted to go several more trips, but it was thought best to wait until somebody else should better the record. Haradon thinks he can make the trip 20 or 25 times. He is willing to compete with any rider who is anxious to do better.

As showing the work accomplished by Haradon, the measurements taken from the records at the City Hall are here given. The survey of the hill was made in 1876 by George A. Ellis, the then City Engineer. The surface of the hill is earth. Its length is 350 feet. The steepest grade is 270 feet long, and has a rise of one foot in 8.7 feet. The distance climbed by Haradon was 5250 feet, or within 30 feet of a mile, The riding distance was a little more than a mile. As he had to come down the hill of course his riding distance was doubled, which would make the total distance over two miles. The whole event was accomplished in 20 minutes.

R. HOWELL BEATS FRED WOOD.

HOWELL is fast proving himself invincible. F. Wood, since his return to England, has been aching to get a match on with Richard. The champion accommodated him, and a ten-mile match for £50 a side was arranged, and run Saturday, May 19, at the Ayleston Grounds. The racing did not commence until near the finish and in the last mile, and the *Cyclist* thus describes the final efforts of both men: "Passing the post the last time but one, Howell piled on the agony, but Wood remained in close attendance, and then, amid tremendous enthusiasm, he drew almost level. The pace was a cracker going up the hill, and along the far side Wood attempted to get in front, but Howell warded off the effort, drew a couple of lengths ahead, and to all appearances looked like finishing an easy winner. Down the hill side Wood came again, and a neck and neck race ensued for a short distance, when Howell got the best of the bitter struggle, and riding hard home, won all out by a good two yards. It need hardly be added that the greatest excitement prevailed at the finish, the champion being loudly cheered, whilst Wood also came in for a splendid reception for the plucky attempt he had made to lower the colors of the fastest rider in the world. The time of the race was 34m. 45s."

THE NEW BEDFORD AND TAUNTON WHEELMEN ROAD RACE.

NEW BEDFORD wheelmen are happy because the team race run on Decoration Day was won by their team. This event was witnessed with interest by all, and as the men made circuit after circuit they were greeted with cheers. The start was made on the west road, nearly opposite Woodlawn, and the finish on Cove street. The entries were C. E. Bolton, E. C. Anthony, A. K. White, R. H. Borden and W. B. Rogers of the Taunton club, and F. E. Weaver, F. W. Smith, Hoyland Smith, Crawford Dunham and H. H. Sisson of the New Bedford club. Bolton took the lead at the start with Fred Smith close after him. As the last named turned the point he was fouled by Anthony, and as his machine was damaged he was unable to finish the race. Bolton made the first circuit, but after that Anthony took the lead. Weaver, Hoyland Smith and Dunham kept close together for second place, with Bolton just behind and Sisson next in order. It was practically a race four against five, with the odds against New Bedford. The home wheelmen, however, used good head work in this situation, and instead of winding one another kept together, and as they finished in order next to the leader, won the race and the cup, scoring 30 points, while Taunton counted 22. E. C. Anthony rode an Apollo, 54-inch, and did the 20 miles in 1 hour 17 minutes. Dr. C. E. Strout of Taunton and Al. Hazard and Ed. Almy of this city acted as judges. E. W. Marston officiated as referee. [If the distance can be verified, and also time above, 1.17, it will stand as American record in competition.—ED.]

STAMFORD, (CONN.) RACES AND SPORTS.

I ENCLOSE you notes of the athletic meeting given last evening, May 30, by the "Stamford Wheel Club." It was probably the most successful and best attended athletic games ever given in this town, the Armory being filled to its best seating capacity—a large proportion of the audience being ladies. Owing to the size of the track, 22 laps to the mile, only slow time could be made, but the events were well competed and interesting. The winners were as follows: 25-yard dash, George Maurer, time, 4 1-2 sec. One-mile walk, John Looney, time, 10.29 Sack race, George L. Sinclair. Running high jump, N. R. Jessup, 4ft. 7in. Half-mile run, S. H.

"IN the minds of riders who have ever given the Rams-horn bars a thorough trial I cannot believe there is a question as to their superiority over all others in hill climbing, or whenever power is needed. The body can be straightened out with all the force there is in one, while the arms are in a line with the points of resistance, the pedals. Although my companions, upon a tour through Southern Ohio last fall, were somewhat loath to acknowledge the general superiority of my new Light Champion, their praises were unstinted for the Rams-horn bar."—Lesley C. Turley, Portsmouth, Ohio.

WEAR the Gormully & Jeffery shoes, either canvas or Kangaroo; best value obtainable.

"REGARDING the Rams-horn bar, we consider it superior to anything upon the market, it having a number of advantages which are unusual strength, a better grip from not having any frame in the road of hand."—W. L. Van Horn, Denver.

"WE like the Rams-horn bar better than the spade, as we use it more and believe it superior."—H. A. Smith & Co., Newark, N. J.

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Pardee, 2.45 1-4. Potato race, N. R. Jessup. One-hundred-yard hurdle, Grant Archibald. Bicycle slow race, Wm. A. Clark, on the "Eagle." One-mile run, Wm. Drew, time, 7.9 3-8. One-mile bicycle race, Wm. A. Clark.

One of the most interesting events of the evening was the fancy riding by Wm. A. Clark, on the "Eagle" bicycle, it being a question which was most pleasing, the swift graceful movements of the new machine, or, the excellent manner in which it was handled by Mr. Clark, who riding it forward, backwards, and in the saddle, and on all parts of it, and on one wheel with arms folded, called forth a continuous round of applause.

We think we may be sufficiently encouraged by this first attempt, to try an out-door race meet this fall.

Very truly yours, N. R. Jessup,
Capt. Stamford Wheel Club.

The Gormully & Jeffery Mfg. Co, are the largest American importers of the celebrated London cements, and hold the exclusive Western agency for these excellent articles.

RACES OF THE L. I. W., SATURDAY, JUNE 2.

First event, one mile novice—First heat, won by R. L. Jones, K. C. W.; G. W. Campbell, second. Second heat, won by F. B. Monell, L. I. W.; H. O. King, K. C. W., second.

Second event, one-mile open handicap—A foregone victory for Kluge, of the H. C. W., for the first place in the first heat, with B. L. Bradley, B. B. C., second. Second heat—Won by J. G. Brown, K. C. W., after one of the most exciting finishes of the meeting; E. P. Baggot, H. C. W., second. Brown's time for the mile in this heat was the best of the day, 3.08 1-5. In this race Beazley, K. C. W., took a bad header in front of the grand stand, to the horror of the ladies, but not with much damage to himself.

The third event was the L. I. W. club championship, two miles, and was won after a close struggle by Geo. W. Kreger; Wise, second. Time, 6.41 4-5.

The start for the fourth event, the two-mile national championship L. A. W., brought out some ot the fastest men in the League, Kluge, Beazley and Midgely. A round of hisses greeted the jockeying for place at the start, and seemed to exasperate Kluge, who led off with a most tremendous spurt, much to the amusement of the grand stand, but the race soon settled down to be a regular procession, Kluge, Beazley, Midgely, and they finished in that order. Time, 6.51.

The fifth event was the one-mile L. I. W. club handicap, and was won by Kreger, from scratch, in 3.12 3-4. A splendid race with a beautiful spurt down the home stretch for second place, Wise winning by a head from Schumacher.

The sixth race was the final of the open mile handicap, and brought together, Kluge, scratch; Bradley, 80 yds.; Brown, 85 yds.; and Baggot, 55 yds. Won by Baggott, after an exciting race, in 3.09; Brown, second.

The seventh event was the final of the mile novice race, and brought together Messrs. Jones, K. C. W.; Campbell, of Brooklyn; Monell, K. C. W.; and King, K. C. W.; and was a sprint from start to finish, Monell winning, King second by only a few inches. Time, 3.21.

In the three-mile handicap, the eighth event, before the race, Kluge was the favorite with the knowing ones, but unluckily fell on the first lap, leaving the race to his running mate to win. Baggot did this after a rattling race, with King, K. C. W., second. Time, 10.07.

The ninth race was the two-mile club team race, three men in a team. The Hudson Countys were represented by Kluge, Baggot and Gubelman; the Long Island Wheelmen by Kreger, Schumacher, and Wise; the Brooklyns by Waters, Borland and Schoeffer; and the Kings County Wheelmen by Beazley, Jones and Wilson. The race was one of the finest ever seen in this country and caused the greatest excitement. Nine of the twelve starters crossed the line so close together that it was almost impossible to keep track of them, and considering the number it was a wonder that some were not hurt in that moment of reaction that follows the few moments of intense effort at the finish. Schoeffer, of the Brooklyns, won the race individually, in the fast time, considering the track, of 6.40. Kluge, second, the K. C. W. winning the banner with 23 points, and the Brooklyns and Hudson Countys tieing with 20 points each, leaving 15 points for the L. I. W. Mr. Borland, of the B. B. Cs., was having a very interesting little brush down the home stretch with another another of the three men who were out of the main bunch, and created somewhat of a diversion by riding squarely, bow on, into another man who had not yet dismounted, both going down in an apparently indiscriminate pile. Queer to relate, Borland's light racing machine had much the best of the encounter.

The final event was the consolation race, and was won by Mathews, of the Brooklyns. Time, 3.17 1-2; distance, one mile.

Kluge's fall in the three-mile handicap gave him a very begrimed appearance, and on his appearance for the next race, he came to the scratch well plastered with vaseline and court plaster. Brown, of the K. C. W., distinguished himself by his beautiful finishes and will hereafter be looked upon as a dangerous man.

The H. C. W. won three firsts and one second; the K. C. W. won five seconds; the L. I. W. won one first; the Brooklyns won two firsts.

Wing Foot.

A FEW MORE PARTICULARS OF THE GREAT RACE IN JERSEY.

"A success and a grand one at that" is about the way our Decoration Day road race can be summed up. The start was made at 2.36 and was a clean one, and the field went down the first hill in a cluster. At the five-mile mark a blanket would have covered Kluge, Stenken, Bradley and Baggott, while Mead, Schoefer and half a dozen others were within a few seconds' reach. Kluge got the tape by a foot and secured the time of 16.55. The ten miles was also close between Kluge, Bradley and Baggott, the time, 34.05, going to Bradley by a scant half wheel. At this point Stenken, who was a prime favorite, for second place, began plainly to show signs of overtraining, and on the fourteenth mile he was attacked with nausea, and, losing control of his wheel, got a tough fall, cutting his left knee very badly. He pulled himself together though, and kept in the race, saving the Hudson County Wheelmen from defeat.

At the fifteen-mile mark Kluge again got the time, 53.21, Bradley lapping his wheel and Baggott less than a second behind. Little Caldwell was doing wonderful work, and was only fifteen seconds behind the leader. At this point the rest of the field was pretty well strung out, the time for the slowest man being 1.02.12. At the twentieth mile the battle for first place was still being fought between Kluge, Bradley and Baggott. The time for the twenty miles was 1.11.32, given to Bradley, though the other two lapped his wheel. Caldwell, Wilson and Mead were keeping up to the leaders in good shape, and from this out, the pace was tremendously hot all round. On the last turn, after passing the hotel, Kluge took a header and bruised his shoulder and knee. By the time he was started again the leaders were a long way in the van, but he soon showed what he was made of by catching them before they had gone over three-quarters of a mile.

The finish was a beauty. A hundred yards from the tape it looked as though it might be a dead heat, but Kluge's admirers were not alarmed, and the result showed that he was not overrated. As he came on nick and tuck with Baggott—Bradley was beaten at less than forty yards from home—he gave a few vicious "digs" and the race was his by a quarter of a second in "record time." Baggott rode a noble race as did Bradley, and one which reflects the utmost credit upon them as well as stamping them as "riders of the first water." There were some 40 to 50 officials, checkers, scorers, etc.

	Club.	Contestants.	Time. 5 miles. Po.h.m.s.	Time. 10 miles. Po.h.m.s.	Time. 15 miles. Po.h.m.s.	Time. 20 miles. Po.h.m.s.	Time. 25 miles. Po.h.m.s	*
1	H. C. W.,	C.E.Kluge.... 1	0.16.55	2 0.34.05	1 0.53.21	2 1.11.32	1 1.30.00—	16
2	"	E. P. Baggott. 3	0.16.56	3 0.34.05	3 0.53.22	3 1.11.32	2 1.30.1-4—	15
3	B. B. C.	H.L.Bradley.. 4	0.16.57	1 0.34.05	2 0.53.21	1 1.11.32	3 1.30.01—	14
4	K. C. W.,	T. L. Wilson.. 5	0.17.03	5 0.35.43	5 0.53.31	4 1.12.39	4 1.31.30—	13
5	E. W.,	W.H.Caldwell 9	0.17.09	6 0.34.46	6 0.53.47	6 1.12.52	5 1.32.19—	12
6	K. C. W.,	T. J. Hall, Jr.,11	0.17.27	11 0.35.37	10 0.56.02	8 1.14.54	6 1.34.00—	11
7	B. B. C.,	W.S.M.Mead, 7	0.17.08	8 0.35.12	7 0.54.49	7 1.14.37	7 1.34.16—	10
8	E. W.,	S. J. Berry, Jr. 10	0.17.22	10 0.35.40	9 0.53.39	10 1.15.02	8 1.34.48—	9
9	K. C. W.,	C. W. Beazley. 6	0.17.03	4 0.34.43	4 0.53.31	5 1.12.42	9 1.35.52—	8
10	B. B. C.,	J.W. Schoefer. 8	0.17.09	9 0.35.40	8 0.55.39	9 1.15.02	10 1.36.12—	7
11	K. C. W.,	W.C.Marion ..12	0.17.40	12 0.36.48	11 0.56.58	11 1.16.37	11 1.36.44—	6
12	B. B. C.,	J. F. Borland.14	0.18.32	14 0.38.05	14 0.59.09	14 1.19.00	12 1.39.22—	5
13	H. C. W.,	F.J.Gubleman.13	0.18.05	13 0.36.50	13 0.57.47	13 1.18.51	13 1.39.56—	4
14	H. C. W.,	C. A. Stenken. 2	0.16.55	7 0.35.08	12 0.57.22	12 1.18.11	14 1.41.09—	3
15	E. W.,	L. B. Bonnett.15	0.18.47	15 0.38.32	15 1.00.00	15 1.21.08	15 1.43.00—	2
16	E. W.,	G. C. Pennell. 16	0.19.43	16 0.40.12	16 1.12.12	16 1.24.41	†	0

* No. of points gained. † Fell 23d mile.

Tied, Kings County Wheelmen, 38, Hudson County Wheelmen, 38; Brooklyn Bi. Club, 36; Elizabeth Wheelmen, 23. Ratchet.

All the leather goods used by the Gormully & Jeffery Mfg. Co. are made by them, and on the premises; naturally they are headquarters.

Bells, bells, bells; the Gormully & Jeffery Mfg. Co. get there with five of their own manufacture. Discounts to any recognized repairer or dealer.

"We consider the Rams-horn bars so far ahead of spades that there is no comparison."—Browning Bros., Ogden, Utah.

Always remember that Gormully & Jeffery Mfg. Co. are the largest manufacturers of all kinds of sundries.

ROAD RACE AT NEW HAVEN.

THIS race was held May 30th, and the start was made from East Haven, Four Corners, at 4 P. M. Verhorp, with a handicap of 3 min., finished first in 21.35. Field, with 3 min. also, came in second in 21.49. Backus, the only scratch man, finished 6th in 19.12. This was the best time made. The roads were heavy and the time not fast. The distance is five miles. An unfortunate accident happened while racing, a horse was frightened; he ran away upsetting the carriage and throwing the lady and gentleman into the ditch. The leading men dismounted, but the gentleman refused assistance and they proceeded.

SOME ENGLISH RACING.

HORACE J. CROCKER made his first appearance in England at Leicester, May 21, starting at scratch in a five-mile handicap, and beating Lees and Fred Wood by three yards in a punishing race. Preston, 450 yards, won easily through the big handicap

In the mile championship at Coventry, May 21, W. E. Crist was second by two yards to Osmond in the second heat. Time, 2m. 34 2-5s. for the leader. In the final Crist was third by 100 yards from Osmond, who was 25 yards behind the winner, Synyer. Time for the winner, 2m. 32 2-5s. For Crist, 2m. 41 4-5s. In a mile handicap on the same day, L. O. Barber of Washington, 160 yards, won by fifteen yards in 2m. 36 4-5s. Osmond was second from scratch in 2m. 38 1-5s. Crist refused 40 yards start and was third in 2m. 39 1-5s.

AT "RIDGEFIELD," ALBANY, N. Y.

THE following are results of the races held at Albany, June 2: The open two mile bicycle was contested by C. E. Lansing, F. A. Shields, E. L. Simpson, R. H. Robe and A. F. Edmons, of Troy. F. A. Shields led the first lap with 1m. 4 1-2 sec., while the rest pressed him very closely. After the second lap Lansing dropped out. Edmons led at the end of the first mile with 3m. 20 1-2 sec., while Shields was only half a second behind him. The race continued close between Edmons and Shields, and Shields finally won in 6m. 51 1-2 sec. Edmons made 6m. 51 1-2. This was a pretty race and very exciting. Shields is 17 years old and he rode a roadster, while Edmons was mounted on a racer.

H. G. Dicks, MacN. Miller, E. L. Miller and George Dawson contested the juniors' (boys under 16) half-mile bicycle race. Dicks and the two Millers kept very close together in the lead during the entire race, Dicks dropping back at the final spurt. MacN Miller won in 1m. 40 3-4 sec. and E. L. Miller came next in 1m. 41sec.

RACING AT TERRE HAUTE, IND.

WELL, the races are over, and every body is satisfied and happy over the result. A fine day, a good track, and good races were the causes.

The races given under the auspices of the Terre Haute Bicycle Club were run on Decoration Day, as advertised. The weather was fine, the track was in splendid condition, and taking into consideration the wind, good time was made. The following is the summary:

First, one-mile novice—1, E. Meissel, city; 2, H. D. Gilky, Crawfordsville; 3, T. Hays, Indianapolis. Time, 3.04 3-5.

Second, one-half-mile, 1.40 class—1, A. M. Griswold, city; 2, A. T. Murphy, city; 3, H. T. Coons, Crawfordsville. Time, 1.30.

Third, one-mile club championship—1, Rideuour; 2, E. Meissel, E. B. Smith, tie. Time, 3.15.

Fourth, half-mile hurdle—1, J. Fred Probst, Terre Haute; 2, F. E. Eastlack, Crawfordsville; 3. A. T. Murphy, Terre Haute. Time, 2.47 2-5.

Fifth, half-mile State championship — 1, Ed. Hulman, Terre Haute; 2, T. Nicholson, Crawfordsville. Time, 1.28.

Sixth, one-mile, 3.30 class—1, W. Rideuour, Terre Haute; 2, E. Meissel, Terre Haute; 3, H. D. Gilkey, Crawfordsville. Time, 3.08 1-5.

Seventh, quarter-mile dash, flying start—1, A Hulman, Terre Haute; 2, A. J. Lee, Crawfordsville; 3, J. Fred Probst, Terre Haute. Time, 37 1-5 sec.

Eighth, one-mile amateur, open—1, Ed. Hulman, Terre Haute; 2, A. J. Lee, Crawfordsville; 3, T. B. Nicholson, Crawfordsville. Time, 3.07 1-5.

Ninth, one-mile Star—1, H. D. Gilky, Crawfordsville; 2, A. T. Murphy, Terre Haute; 3, J. Fred Probst, Terre Haute. Time, 3.15.

Tenth, one-eighth-mile banana—1, J. E. Eastlack, Crawfordsville; 2, J. Jackson, Terre Haute; 3, J. Fred Probst, Terre Haute. No time taken.

Eleventh, one-mile, road wheels—1, W. Rideuour, Terre Haute; 2, E. Meissel, Terre Haute; 3, H. Wilhite, Crawfordsville. Time, 3.10.

Twelvth. Finally comes the great tug of war, the two-mile State championship.—1, A. J. Lee, Crawfordsville; 2, Ed. Hulman, Terre Haute; 3, T. B. Nicholson, Crawfordsville. Time, 6.11.

The Crawfordsville chasers came down with the intention of doing things "up brown," but they were sadly left. Terre Haute riders carried off eight out of eleven open to outsiders. Nicholson, Indiana's great Star spurter, was not in his usual good form. Lee rode remarkably well for a sick man.

In the one-half-mile State championship race Lee, of Crawfordsville, and Smith, of Terre Haute, came in collision. Niether was badly hurt, but both machines were demolished. Lee's bad luck or recklessness on the track is proverbial, as this is his fourth or fifth bad smash-up in racing.

The Crawfordsville Ramblers will give a race meet on July 4th, on their new quarter-mile track. The Terre Haute riders will probably attend in a body, and bring back about three-fourths of the prizes. Look out ye Rambling scorchers.

On May 29th, the evening betore the races, the members of the Terre Haute Bicycle Club gave a grand lantern parade. The affair was a huge success, as the large crowds out to see it testified. It was the first of its kind in this city, but beyond a few "dark, dull headers" everything passed off smoothly.. HICKS.

THE Gormully & Jeffery Mfg. Co. will shortly place a first-class home trainer on the market.

TOOL bags.—The Gormully & Jeffery Mfg. Co. make seven, and are prepared to quote close figures on every style of bag in quantities.

"THE Rams-horn bars are a success."—Novelty Works, Springfield, Vermont.

UNLIKE other makers the Gormully & Jeffery Mfg. Co. are always willing to discount to any recognized dealer on parts and sundries.

"A RIDER taking a header from a machine having Rams-horn bars will usually land on his feet, without knowing how he does it, as these bars confine the rider less than any other style."—W. E. Crist, champion amateur of America.

A FIRST-CLASS line of belts are manufactured by the Gormully & Jeffery Mfg. Co.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE OVERMAN FACTORY.

AN editor of a bicycling paper, who has never made a particular study as to how machines are built, should take advantage of the first opportunity that presents itself to educate himself in this most important branch of the business.

We have, from time to time, received cordial invitations to visit the factories of different manufacturers. Obstacles, unforseen, had interposed, and until about a week ago we had not felt ourselves able to avail ourselves of any of these invitations. In response to a personal invitation from Mr. A. H. Overman, one bright morning we at last found ourselves on the train en route for Chicopee Falls, Mass. Arriving at our destination about noon, and appreciating the fact that we had a hard afternoon's work before us, we stored away a good allowance of roast beef, washed down with a bottle of first-class Bass' ale. We then proceeded up the hill, and we soon discovered a neat brick building, from the roof of which a flag-staff pointed heavenwards, bearing a flag with this inscription thereon, "Victor Cycles." Passing over the sidewalk, leading from the street to the office door, we noticed that the Overman Co. had provided a neat wooden shed in which were stacked ordinaries and safeties, owned by some of the working men, and used by them in going to and from their dwellings. President Overman had not yet returned from his mid-day meal, and so we spent the time on the outside of the building and in the office in seeing what we could see. A neatly printed set of rules, setting forth the duties expected of the workmen, adorned a conspicuous place on the wall in the entry. On the door leading into the main factory

WAS PLACED A PLACARD

bearing these words, "No admittance under any consideration; this means you." This extremely personal command was sufficient to stay our footsteps, although we were strongly tempted to turn the handle and walk in. Had we done so, we fear that our exit might have been more rapid and less dignified than our entrance; we therefore curbed our impatience till Mr. Overman should appear and provide us with the open *sesame* which was to allow us to explore the forbidden ground. At last that gentleman arrived, and after entering our names upon a book, in which every outsider's name is put, who is allowed inside the factory, Mr. Overman led the

way through the door on which we had noticed the placard forbidding our entrance. A few steps from the general storeroom brought us to the main machine shop, and as we stood on the small platform on which the desk of the Superintendent was placed, we felt how utterly inadequate was our ability to describe all that we saw or should see, in detail. In general, this is what we saw: A large room, the floor of which was literally covered with machines of every description, and at every machine a man. Two things struck us right away. One was the evident newness of the machines used, the very latest patterns and the most expensive kinds only being employed by this firm. The other thing which impressed us was the character of the men whom we saw. The sight of a boy was a rare thing, the Overman Co. feeling the necessity of employing the very best mature skill that can be procured. "We will have nothing but skilled mechanics to work for us," said Mr. Overman, "men who thoroughly understand the branch of work in which they are employed. Many of these men, in fact, a large proportion of them are well-to-do, they own their houses, and in many instances, their horses and carriages. So soon as they leave the shop, remove their working clothes, wash off the oil, and don their outside toggery, you would be much impressed by the high-toned respectability of the men we employ."

Mr. Overman then led the way through

THIS LABARINTH OF MACHINES,

and as we before said, it would be utterly useless to attempt to describe the work done by each separate tool. At the lower end of this room a space was divided off from the main room by a partition made of open-work wire. In this space, we found five or six men whose particular duty and business it is to make the special tools required in the manufacture of the bicycles. These men are on the top round of their trade, and as Mr. Overman said, there is nothing they cannot build from a watch to a locomotive. In this room, and by these experts are made all the gauges by which the perfection of the work is tested. Each set is composed of three; one for the workman, one for the foreman, and one set, which is marked "standard," is kept under lock and key by the foreman of this department. The value of this system is apparent when we explain. The workman is given the gauge of the special piece of work on which he is working, to this gauge all his work must conform. It then goes to the Inspector's office, and there the piece is tested by the Inspector's gauge. If found exact, it is passed; if not, then the gauges of the workmen and the Inspector are tested by the standard guage, and if it is found that by constant use, either the workman's or the Inspector's gauge is not correct, a new set are at once made from the standard to replace the faulty ones. This system of gauging is used in all parts that go in their bicycles. The fact is that machines made in this factory are interchangeable in the full sense of the term. A rider living in San Francisco can send for a certain part of his bicycle to the factory at Chicopee Falls with the certain knowledge that when it comes it will fit into the intended place without any necessary filing or fitting at the hands of a mechanic. The Inspector and his assistant play the most important part in a bicycle manufactory. Through their hands every piece of the machine has to go, and before the machine is finished it has been inspected by them many times. Here all the pieces are gauged; here all the tempered work of the bearing parts are tested with file and hammer; here the machine, partly put together, comes for inspection,

TO BE SENT ON ITS WAY

toward completion, or to be cast out as valueless. This work requires sharp eyes and wonderful judgment. What to an outsider would appear perfect, to an inspector may appear faulty.

"Notwithstanding the fact that we are working over two hundred men in day and night gangs, and notwithstanding the fact that we are turning our twenty safeties a day, we find it extremely difficult to catch up with our orders," said Mr. Overman. "We never allow our machinery bearings to cool, and only for a very short interval at noon and at night does the engine cease its work."

We were very much interested in what we saw in the blacksmith's shop. There we found three large steam hammers working away for dear life in making drop forgings. Plans are now being made, and work will soon commence, whereby the facilities of the blacksmith's shop and in fact the whole factory will be greatly increased, and Mr. Overman informed us that he expected to have one or two more steam hammers in active operation before the end of July. In this shop we also saw the tempering of the spring forks of the safety. This department is in charge of one of the most expert temperers in the United States. He is a man who has been employed at sword tempering for years, and as he was the best to be had, the Overman Co. were bound to have him. All steel used in these forks is of the very best sword metal.

We then went up stairs on the second floor, where the assembling of the machines is done, and where the enameling and tire-compressing ovens are located. We were requested to step into the enameling oven, just to see how it would seem, and while we were rather deliberate in our entrance, we made up for our slowness in our decided quickness in getting out, so our average was about correct.

IT WAS THE HOTTEST PLACE

we ever got into, and we hope that our lives will be so correct that it will be the hottest we ever shall get into hereafter.

We were then shown the modus of compressing tires. This department is entirely under the control of Prof. Woodward, the inventor of the compressed tire method. This gentleman inspects every tire that comes out of the oven, and not until he has passed upon it as being perfect, does the wheel go to the assembling room. Prof. Woodward also looks over all machines before they are sent out, and as he said to us, "if the machines break down you must lay it at my door."

The crate factory and carpenters' shop for packing machines are also on this floor, and three or four carpenters are kept busy in manufacturing crates in which to ship away the completed bicycles.

From the second story we took a dive down into the basement. Here the rims are made, and we were shown how the thin steel sheets were shaped and brazed.

Mr. Overman took us into the engine room and showed us an exceedingly handsome smooth-running Corlis engine. So smooth and so even in its running, that not a tremor could be felt or a sound be heard. The day that we were inspecting the factory the architect had presented plans to the company for buildings to cover almost the entire ground, so that by the middle of the summer their present floor space will be doubled. This will give them ample room to meet the demands of their continually increasing business. Mr. Overman acted as cicerone for about an hour and a half, and as we had still some two hours at our disposal he turned us loose into the shop with a commission at large to find out what we could. With a big wad of cotton waste in our hand, we prowled around amongst these marvellous machines, getting our hands all covered with oil, watching with interested curiosity the wonderful and almost intelligent way in which these machines are shaping and forming, and generally making ourselves an inquisitive nuisance; we spent two of the most interesting hours that it has been our lot to enjoy for many a day. We did intend to try and describe some of the machines, but when we found we could not pick out the *most* interesting and the *most* curious we gave up in despair, and can only talk in glittering generalities. Our day at Chicopee Falls has given us a practical insight into the methods of construction that heretofore have been a mystery.

"After five years' experience with every kind of handle-bar, have at last found, in the G. & J. Rams-horn, perfection. It combines perfect control of machine, best position for hill climbing and safety. Will guarantee that any man who uses the Rams-horn one season will never change "—J. L. Misner, First Lieutenant Peoria (Ill.) Bi. Club.

E. J. Doubet, of Cleveland, Ohio, is a fast rider, and one that the road scorchers will find hard to beat. He recently rode from "The Square" to Painesville centre, a distance of thirty miles, in two hours and twenty minutes, this time including a stop at Mentor for a light breakfast. This is record for this route.

Riders of New England made machines secured decided victories Decoration Day at the 25-mile road race in New Jersey, where the first and second in rode Columbias, breaking the 25-mile record; and at the Pullman road race, Pullman, Ill., the first, second and third rode Columbias.

The employees of the Weed Sewing Machine Co., of Hartford, Conn., have organized a club under the name of Columbia. They have 60 members, and they will make road racing one of the features of their organization.

A pretty big card for the New Mail that performance of Haradon's. It has always been claimed for the Ball Head that it was an advantage in hill climbing.

The American Champion Challenge and Ideal lamps are the best and cheapest. Dealers should write Gormully & Jeffery Mfg. Co. for discount.

The Gormully & Jeffery Mfg. Co. manufacture four distinctly different saddles, as follows: The Cobblestone, used on the Champion and Ideal bicycles; the Wonder, used on the American Challenge tricycle; the Lillibridge, used on the American Challenge bicycle; and the Duryea, for racing purposes. Dealers wishing to cover the market should correspond with them, and obtain discounts.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

A Tandem Tricycle, - - - -	1	Dollar.
A Splendid Tricycle, - - - -		Dollar.
A Modern Bicycle, - - - -		Dollar.
A Safety Bicycle, - - - -		Dollar.

Or 11 Machines for 10 Dollars.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from $1.00 to $100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15 Quadrant Tandem, value,	$250.00	8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00
2d "	No. 15 " " "	250.00	9th "	New Rapid Safety Bicycle, value,	135.00
3d "	No. 14 Ladies' Quadrant Tricycle, val.	175.00	10th "	New Rapid Roadster Bicycle, "	135.00
4th "	No. 8 Quadrant Tricycle,	175.00	11th "	New Rapid Safety Bicycle, "	135.00
5th "	New Rapid Safety Bicycle,	135.00	12th "	New Rapid Lt. Roadster Bicycle, val.	135.00
6th "	New Rapid Roadster Bicycle,	135.00			
7th "	New Rapid Safety Bicycle,	135.00			$1930.00

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the subscriptions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

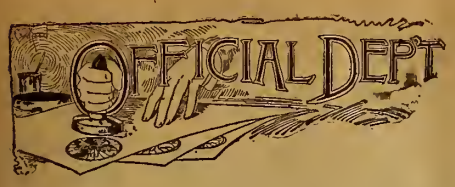
It is designed that the prizes should be awarded during the meet in Baltimore, and the drawing will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the drawing.

Hot Cakes? Well!!! This don't begin to express the way the Boys are sending in their money, Over $1000 in ten days. They all want to help entertain their fellow L. A. W. members, and beside they want to get one of the above mentioned machines for ONE DOLLAR.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
Baltimore, Md.

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
Wm. H. Beatty,
Chairman.



ABBOT BASSETT, Secretary-Editor.

Maryland Appointments.

I take pleasure in appointing Dr. M. Gist Sykes, of Ellicot City, Md., as the seventh Representative of Maryland. Fraternally,

A. E. MEALY, C. C. Maryland Division.

The following are hereby appointed local Consuls for Maryland: Mr. E. L. Germand, Mt. Washington, Md.; Mr. W. N. Coale, Havre-de-Grace, Md.; Mr. J. D. Armacost, Finksburg, Md.; Mr. M. L. Biehl, York Road, Carroll Co., Md.

Fraternally,

A. E. MEALY, C. C. Maryland Division.

R. I. Appointments.

Please announce following appointments on Rhode Island Racing Board:

Chester I. Campbell, vice C. F. Gladding, resigned; B. M. Bixby, vice C. H. Howland, resigned.

Yours fraternally,

CHAS. S. DAVOL, C. C.

New York Division.

The regular spring meeting of the Board of Officers, New York State Division L. A. W. will be held at the Grand Union Hotel, New York City, Friday, June 15th, at 8 o'clock P. M. Business of importance demanding the attention of the Board will be presented.

GEO. R. BIDWELL, Chief Consul.

Transportation.

H. M. Smith, traffic manager of the Long Island railroad, names following charges for transportation of a bicycle, when accompanied by rider, and the company released from liability account of damage: 15 miles, or less, 15 cents; over 15 miles and not over 30 miles, 25 cents.

Ohio Resignations, etc.

The resignations Messrs. R. B. Cary, H. S. Francis and N. E. Matthews as Representatives for the Ohio Division L. A. W. have been accepted, with much regret. Mr. F. W. Hughes, Representative from the Twelfth District, is hereby removed from office.

JAMES R. DUNN, Chief Consul.

Ohio Appointment.

I take pleasure in appointing Mr. Frank C. Meyer a Representative for the Ohio Division. He will take immediate charge of the Thirteenth District.

JAMES R. DUNN, Chief Consul.

Massillon, Ohio, May 20, 1888.

Routes and Companions Wanted.

A party of six expect to leave here July 1st for a trip a wheel to Niagara Falls, by way of Columbus, O., and Cleveland, will some person who has made the trip from either of the above points write me, and give me the best route, with the distances, also any person desiring to join us will be glad to have them. Address all communications to

MARCUS MOSES, Gallipolis, O.

Five-Mile Championship.

The five-mile National Bicycle Championship, having been assigned to the California Division, notice is hereby given that it will be contested at Stockton, California, on the occasion of the Division Meet, July 4th, next.

The one-mile and twenty-mile State championships will, in accordance with the rules of this Board, be be also contested at the same time and place.

A. S. IRELAND,
Chairman Racing Board California Division.

San Francisco, May 24th, 1888.

Spring Meet, Iowa Division.

The Iowa Division, L. A. W., met at Y. M. C. A. Hall, Cedar Falls, Ia., May, 29, 1888, called to order by Chief Consul R. L. Thompson, at 3 P. M., who reported on the condition of the Division, showing it to be in a prosperous condition. The Secretary-Treasurer submitted his report, which was accepted.

On motion Chief Consul was instructed to appoint a committee of three to revise Constitution and By-Laws, to conform with new L. A. W. Constitution, and to remedy defects in our present State constitution. Committee to report at fall meet.

An invitation from Hon. Geo. M. Christian, Mayor of Grinnell, was then read, also a communication to the same effect from Hon. J. B. Grinnell, inviting the Division to hold its fall meet at Grinnell.

Mr. F. B. Eckert presented the claims of Dubuque in an eloquent manner, while Mr. Dibble, of Osceola, put in a plea for the southwestern part of the State.

After a discussion Grinnell was unanimously chosen with expectation of holding next succeeding meet at Dubuque.

The Touring Board then presented a plan for a tour to Spirit Lake, starting from Des Moines; but on motion the Board was instructed to arrange a tour to start from Grinnell at close of fall meet.

Adjourned.

J. F. RALL, Secretary-Treasurer.

Secretary-Treasurer's Report.

To C. C. Members Iowa Division L. A. W.:

I take pleasure in submitting herewith my financial report for the term ending this date:

1887.	*Cash.*	*Dr.*
May 11.	To balance on hand at last report. (Sec L. A. W. Bulletin, p. 418. June 3, 1887)	$57 43
June 21.	To sale of badges at spring meet, '87.	2 25
1888.		
Jan. 28.	To balance from Abbot Bassett, Secretary L. A. W. on applications, April 1 to Dec. 31, '87	19 37
April 6.	To cash on account applications and dues first quarter of '88	25 00
	Balance on account of applications and dues first quarter '88	25 60
		$129 65

1887.	*Cash.*	*Cr.*
July 8.	By Order No. 19, printing C. C.'s stationery	$3 00
8.	By Order No. 20, printing circluar	1 35
8.	" " " 21, C. C.'s postage and express	3 35
Oct. 19.	By Order No. 22, C. C.'s printing and express	2 85
Dec. 28.	By Order No. 23, postage and "renewal" circulars	3 00
1888.		
Feb. 24.	By Order No. 24, book for Division use	0 65
April 16.	By Order No. 25, C. C.'s postage	2 00
May 7.	" " " 26, postage on meet programme, etc	3 00
7.	By Order No. 27, printing meet programme, etc	17 25
22.	By Order No. 28, C. C.'s stationery	4 50
22.	" " " 29, Secretary's postage, etc., $4.90, binding Bulletins, $3.60	8 50
29	By balance on hand	80 30
		$129 65

J. F. RALL, Secretary-Treasurer.

Cedar Rapids, Ia., May 29, 1888.

Washington to the League.

To the Members of the L. A. W.:

The District of Columbia Division cordially invites the members who attend the annual meet at Baltimore to visit Washington on Thursday, June 21st.

As Washington is only forty miles from Baltimore, and as reduced rates on both the B. & O. and Pennsylvania railroads have been secured, this will be a splendid opportunity to visit the Capital city, and it is hoped that every member will be able to visit us. The local members have arranged a programme which includes a visit to the Capitol, where both Houses of Congress will be in session, the White House, Government Departments, and other points of interest. You have all heard of our splendid concrete streets; come and try them. We will take good care of you and show you more good riding than you ever dreamed of. Full particulars will be announced at Baltimore.

Fraternally,

GEO. S. ATWATER, Chief Consul.

Washington, D. C., May 30, 1888.

GENERAL COMMITTEE L. A. W.

Ninth Annual Meet, Baltimore 18-20, 1888.

Committee Chairmen:

A. E. MEALY, C. C., Chairman, (Badge—Purple), 1521 Eutaw Place.

R. M. LOCKWOOD, Secretary, 1731 McCulloh Street.

Local Transportation—(Badge, Red)—Jos. Chism, 10 E. Lombard street.

National Transportation—(Badge, Olive)—B. B. Ayres, 152 S. Hoyne ave., Chicago.

Reception—(Badge, White)—Geo. C. Hagerty, 30 S. Calvert st.

Entertainment—(Badge, Purple and Yellow)—Albert Mott, 203 Lenox st.

Parade—(Badge, Red, Blue and White)—E. P. Hayden, 100 N. Eutaw st.

Tours and Runs—(Badge, Blue and Silver)—F. W. Pope, 7 South st.

Races—(Badge, Orange)—Sam'l T. Clark, 2 and 4 Hanover st.

Finance—(Badge, Gold)—W. H. Beatty, 92 Dugan's Wharf.

Programme—(Badge, Black and White)—Milton S. Wood, 429 E. North ave.

Press—(Badge, Red and White)—C. R. Eisenbrandt, 424 E. Baltimore st.



We call special attention of all Athletes to our

Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.

17 Kingston St., Boston, Mass.

Transportation.

From territory east of a line drawn from Chicago, Ill., through Peoria, St. Louis, thence following the Mississippi River to New Orleans, the rates of fare to Baltimore and return are one and one-third regular first-class.

Buy a one way ticket, at full fare, to Baltimore, and request railroad agent to give a certificate stating that same has been purchased for the purpose of attending Baltimore Meet L. A. W. Agents will have these certificates on hand. Should they happen to be out of printed certificates, have them write one. These certificates must be presented to J. T. Chism, chairman local transportation committee, at the L. A. W. headquarters in Baltimore, whose countersignature of the certificates will be authority for ticket agents in Baltimore to sell a return trip-ticket at one third fare.

From points in territory west of above, buy tickets to nearest principal point, viz.: Chicago, Peoria, St. Louis, Memphis or New Orleans, re-purchasing from there with accompanying certificate as indicated above. To find rates of fare, consult with nearest ticket agent.

The schedules given below show the principal routes by which clubs and parties will travel to the Meet. Wheelmen living at stations en route can fall in with these parties. If residing off the line of route, junction with same can be made by consulting local time-tables.

Special accommodation for bicycles is provided on these through trains. They are calculated to reach Baltimore in the best possible time by roads running convenient baggage car service, and by trains passing through most agreeable parts of the country by daylight.

Wheelmen desiring to join parties from principal points, and to have sleeping-car accommodations reserved through to Baltimore, will please address following members of the Transportation Committee: From New York and eastern points, Geo. R. Bidwell, 313 W. 58th street, New York. From Buffalo and Western New York and vicinity, W. S. Bull, 300 Main street, Buffalo. From Cleveland and vicinity, F. T. Sholes, Cleveland, O. From Cincinnati and vicinity, H. S. Livingston, Cincinnati, O. From Detroit and Michigan points, J. H. Johnson, Detroit. From Chicago, R. B. Ayers, 212 Clark street. From Peoria and Central Illinois, H. G. Rouse, Peoria. From Wisconsin, Minnesota and the Northwest, J. A. Hinman, Oshkosh, Wis. From St. Louis and the Southwest, W. M. Brewster, 300 Olive street, St. Louis, Mo. From New Orleans and the South, H. H. Hodgson, 13 Carondelet street, New Orleans.

Routes to the Meet, via Rail.

Leave Chicago, 3.30 Saturday afternoon, June 16th, B. & O. R. R. Pass Auburn Junc., Ind., 7.42; De-

fiance, O., 8.37; Deshler, O., 9.20, connecting with party from Detroit, Toledo and Michigan points; Fostoria, O., 10.02; Tiffin, O., 10.23; Mansfield, O., 11.55; Newark, O., 1.40, connecting with car from Columbus. Reach Grafton, W. Va., 9.25 Sunday morning. Pass Cumberland, Md., noon, connecting with Cleveland and Pittsburg. Pass Martinsburg, 3.35; Harper's Ferry, 4.08; arriving Baltimore, 6.45 Sunday evening.

Leave St. Louis, 8 Saturday morning, O. & M. and B. & O. routes, reaching Cincinnati, O., 6.30 evening; reach Grafton, W. Va., 6.15 Sunday morning; Cumberland, Md., 10.15; Harper's Ferry, noon; arriving Baltimore, 3.25 Sunday afternoon.

Leave Peoria, Ill., 11.05 Friday night, Wabash route; arrive Chicago, 7.25 Saturday morning. Day in Chicago. Leave 3.20 afternoon with Chicago party.

Leave Indianapolis, Ind., 4.55 Saturday afternoon, P. C. & St. L. Ry. Pass Columbus, O., 11.55 night; Newark, O., 12 night; Coshocton, O., 2.05 night; arrive Pittsburg, Pa., 6.30 Sunday morning. Pass Altoona, Pa., noon; Harrisburg, 3.20; York, 4.48; arriving B[illegible]

Leav[illegible]
Roc[illegible]
W[illegible]
S.

A Safety Bicycle,

or 11 Machines for 10 Dol

In order to make the June meet in [illegible] raise a fund for the proper entertainment [illegible] invites all who feel inclined to do so to su[illegible]

While feeling assured that the pleas[illegible] sufficient compensation for many who will su[illegible]

REWAR[illegible]

by offering the following list of prizes to t[illegible]

1st Prize No. 15 Quadrant Tandem, va[illegible]
2d " No. 15 " "
3d " No. 14 Ladies' Quadrant Tri[illegible]
4th " No. 8 Quadrant Tricycle,
5th " New Rapid Safety Bic[illegible]
6th " New Rapid Roadster

J. T. Chism, Local Chairman, 10 East Lombard street, Baltimore.

Routes via Water.

From Boston—Leave Central wharf via M. & M. Transportation Co., at 3 P. M., Thursday, June 14th; arrive at Norfolk, Saturday, 3 P. M. Leave Norfolk, same route, at 6 P. M.; arrive at Baltimore, Sunday, 8 A. M. For information as to special rates, etc., address, Geo. E. Smalley, Agent, M. & M. Transportation Co., Boston.

From Philadelphia—Leave by Ericsson Line steamer at 4 P. M., Saturday, June 16th, and arrive at Baltimore early Sunday morning. Fare, round trip, good for ten days, $2.00; wheels free; staterooms and meals extra. Wheelmen will be allowed to leave steamer at Delaware City, and wheel down tow-path to Chesapeake City (16 miles), and there board steamer again. This will make a delightful trip for those who care to have a little variety.

From Norfolk—Take Bay Line steamer at 6 P. M., Saturday, June 16th, and arrive at Baltimore, Sunday, 8 A. M. Fare, round trip, good for ten days, $4.00; wheels free; staterooms (two berths), $1.00; meals, $1.00 each.

From Richmond—Take R., Y. R. & C. R. R., connecting with steamers at West Point, on Saturday afternoon, June 16th; arrive at Baltimore, Sunday, 8 A. M. Fare, round trip, $4.00; wheels free; staterooms (two berths), $1.00; meals, 75c. each.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 142—Total 108—9994.

BOSTON, June 8th, 1888.

CALIFORNIA DIVISION—5—34.3

Outing Cycling Club.

19256 Burns, Alex., 513 O'Farrell st., San Francisco

Unattached.

19149 Allison, O. H., Elmira
19150 Chandler, H. D., Vacaville
19151 Blum, Milt W., "
19152 Hewitt, T. L., "

CONNECTICUT DIVISION—7—417.

Unattached.

19191 Hickok, L. E. (P. O. address 79 Franklin st. Boston), Birmingham
9189 Finley, A. D., 2d. Glenville
9190 Reynolds, J. R., "
9153 Childs, W. H., Manchester
9212 Kilner, Wm., "
19213 Lydall, Willis, "
19214 Parker, Fred E., 298 Howard ave., New Haven

DISTRICT OF COLUMBIA DIVISION—12—105.

Unattached.

9240 Buell, Willard E., Office Comptroller Treasury, Washington
19217 Brown, Phil. S., City Post Office, "
9206 Clifton, R. S., 1507 Q st., N. W., "
9220 Crook, H. E., 608 F st., N. W., "
9219 Douglass, W. Howard, 426 H st., N.W., "
9222 Esterday, Wm., A., 929 F st., N. W., "
9223 Halderman, W. C., " " " "
19215 Neale, C. A., 913 O st., N. W., "
19218 Walton, Geo. T., 512 12th st., N. W., "
19224 Wall, Benj., Box 95, "
19216 Ward, H. W., 808 K st., N. W., "
19221 Washburn, Wm. S., 2d, Aud. Office, "

ILLINOIS DIVISION—15—581.

Æolus Cycling Club.

9156 Ra fls, Geo. H., 33 Erving pl., Chicago
19157 Wittenberg, Fred., 174 Evergreen ave., "

Grayville Bi. Club.

19154 Clarke, Frank E., Grayville
19155 Jennings, B. C., "

Illinois Cycling Club.

19225 Alley, F. M., 846 Adams st., Chicago
19226 Gilmore, W. Y., 874 Monroe st., "
19227 Hawley, E. M., 805 Jackson st., "
19228 Jones, D. P., 272 Fulton st., "
19229 Wood, C. R., 336 Randolph st., "

Ottawa Cycling Club.

19241 Arnold, Henry, Recorder's Office, Ottawa

Princeton Bi. Cranks.

19158 Wickersham, Louis L., Princeton

Unattached.

19159 Thistlewood, Ben. R., Cairo
19160 Wachter, Dr. J. C., 279 So. Clark st., Chicago
19161 Wilkinson, D. P., 55 State st., "
19247 Davenport, Fred., Jacksonville

IOWA DIVISION—1—121.

Dubuque Wheelmen.

19248 Zinn, A. S., 1111 Main st., Dubuque

KANSAS DIVISION—6—125.

Ottawa Wheelmen.

19192 Allen, Harry, Ottawa
19193 Lathrop, Geo. D., "
19194 Piersol, Geo. W., "

Unattached.

19244 Dollar, M. L., Paola
19245 Hodges, Henry, "
19246 Sheldon, W. H., "

MARYLAND DIVISION—12—377.

Balto. Cycle Club.

19162 Cline, W., Jr., 312 W. Baltimore st., Baltimore

Chesapeake Bi. Club.

19199 Slee, N. T., 220 Madison ave. extd., "

Unattached.

19165 Coleman, G. Walter, 203 Lennox st., "
19195 Gale, Dr. H. N., 228 N. Greene st., "
19167 Gould, J. Robert, 1010 W. Lanvale st., "
19230 Leonard, E. T., Jr., 819 W. North ave., "
19166 Marchant, C. R., 817 Edmondson ave., "
19164 Ober, C. K., 231 N. Calhoun st., "
19168 Stacks, Mervin E., 302 E. Chase st., "
19163 Thomas, Irving S., 19 S. Stricker st., "
19249 Jones, John W., 714 No. Wolf st., "
19250 Pohl, Harry C., 1922 Fairmount ave., "

MASSACHUSETTS DIVISION—7—1097.

Mass. Bi. Club.

19242 Rich, Chas. W., 45 Avon st., Boston

Taunton Bi. Club.

19169 Dickerman, Henry A., Jr., Taunton

Unattached.

19171 Davenport, Edgar L., 19 Union Park, Boston
19170 Whitcomb, Russell, 35 Equitable Bld'g., "
19231 Caswell, W. N., 19 Mill st., New Bedford
19251 Bubier, Nathan G., 44 Hanover st., Lynn
19252 Burrill, Wm. A., Box 171, "

MICHIGAN DIVISION—1—234.

Unattached.

19232 Hill, Frank R., Three Rivers

NEW JERSEY DIVISION—2—646.

Orange Wanderers.

19253 Ayres, Spencer G., care of T. O. Ayres, Orange

Unattached.

19188 Clarke, James, 66 Freeman st., Orange

NEW YORK DIVISION—22—2135.

Binghamton Wheel Club.

19243 Parsons, Fred W., Whitney's Point

Citizens' Bi. Club.

19172 Harper, Franklin, Harper Bros., Franklin sq., New York City

Manhattan Bi. Club.

19197 Baeza, I. L., 96 Wall st., "
19198 Clairmont, J. A., 37 East 7th st., "
19199 Connor, Jas. D., 42 Beaver st., "
19200 Josepthal, L. M., 128 East 72d st., "
19201 Post, John P., Jr., 341 West 51st st., "
19202 Steele, Henry M., 122 East 44th st., "

Syracuse Cy. Club.

19235 Gere, W. B., 149 W. Genesee st., Syracuse

Y. M. C. A. Wheelmen.

19233 Buckwell, J. F., 1266 Broadway, New York City
19234 Litchhult, Gilbert A., 321 W. 19th st., "

Unattached.

19175 Carr, Alfred S., Attica
19176 Smith, Edw. N., "
19207 Werner, Andrew J., 273 High st., Buffalo
19177 Chaffee, Louis S., McGrawville
19173 Carman, A. R., 27 West 127th st., New York City
19174 *Carman, Mrs. A. R.*, 27 West 127th st., "
19203 Mason, W. L., 31 Nassau st., "
19204 Rhein, Meyer L., M. D., D.D.S., 104 East 58th, New York City
19179 Walker, C. H., 5 Bond st., "
19178 Charlton, Jno. M., Tonawanda
19254 Felshaw, H. E., Lowville

OHIO DIVISION—2—791.

Fountain City Bi. Club.

19236 Ingalls, F. W., Bryan
19180 Arthur, J. Warren, Enon

PENNSYLVANIA DIVISION—13—1279.

Chambersburg W. Club.

19205 Nixon, W. G., Chambersburg

Harlem Wheelmen.

19208 Halsted, E. I., 135 So. 4th st., Philadelphia

Honesdale Bi. Club.

19209 Chambers, O. T., Honesdale

Kittanning Bi. Club.

19184 Helderle, John L., Kittanning

Lancaster Bi. Club.

19183 Zook, John G., Lititz

McKeesport Cyclers.

19181 Kinkaid, John, McKeesport
19182 Leek, Samuel, "

Unattached.

19187 Vogeley, Theo., Butler
19186 Stein, Albert O., "
19210 Zeisher, Victor, Renovo
19211 Colestock, Geo. B., "
19185 Keen, C. Barton, 3913 Chestnut st., Philadelphia
19255 Kellner, L. R., Harrisburg

RHODE ISLAND DIVISION—1—211.

Unattached.

19237 White, Lewis Henry, 14 Tell st., Providence

TENNESSEE DIVISION—1—53.

Unattached.

19239 Crankshaw, H. E., Box 25, Johnson City

VIRGINIA DIVISION—1—95.

Unattached.

9238 Damron, W. C., Buchanan

SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 48 to 38 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHNSON, 401 and 403½ Main st., Orange, N. J.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

Bargains in Racers.

We have a few of the celebrated Royal Mail Racers, 54-inch, tangent spokes, cow-horn handle bars and all improvements; regular price $140, which we offer to clear stock (as we do not intend to make more racing machine) at $50 each. These wheels have always stood at the top for rigid, strong racers, both in England and America, and on one John S. Prince won the world's championship. This price is merely nominal, and we have but three left. WM. READ & SONS, 107 Washington st,, Boston.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

New Mail Bargains.

We have several New Mails, with the noted Trigwell Ball Head, Perfection Backbone and Forks and New Rim, slightly scond-hand, exchange for different sizes, $85, $90, &c. Also a Columbia Light Roadster, 51-inch, $85; Rudge, 54-inch, $75; Expert Columbia, 54-inch, $75, and Expert, 58-inch, full nickeled, $65.

WM. READ & SONS,
107 Washington street, Boston.

WANTED AT ONCE — Cheap second-hand wheels to sell on commission; rates low and a good market. Correspondence solicited. BAINBRIDGE BI. AGENCY, Bainbridge, N. Y.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

Patented Dec. 21, 1886. CARTER'S



Foot Rest,

FOR THE STAR,

For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

HOW DID THEY GET IT?

Many a contract is settled by a wink and a nod. Political interest sometimes proves a more potent friend than good work. We don't care for such helps to decide on good cloth and good work. A fair field and no favors.

Wanamaker & Brown are head of their trade on making Bicycling Uniforms. The National Association says so.

What influence had Wanamaker & Brown with it, that they got the contract for making the uniform?

Merit—straightforward merit and goodness and the price. Better arguments we don't want.

We're used to getting business by such means.

We've got the contract for uniforms for the greatest railroads in the country by that means. We make uniforms for the best military associations, cadet corps and military bands. It's a steadily enlarging stream with us—that uniform business.

The reason is the most natural one you could imagine. We know how to make everyday clothing the very best. We don't use our skill in one sort, and withhold it in another. We are at making the very best clothing the whole year round. For that reason we sell more of it. And for that reason we sell it for less.

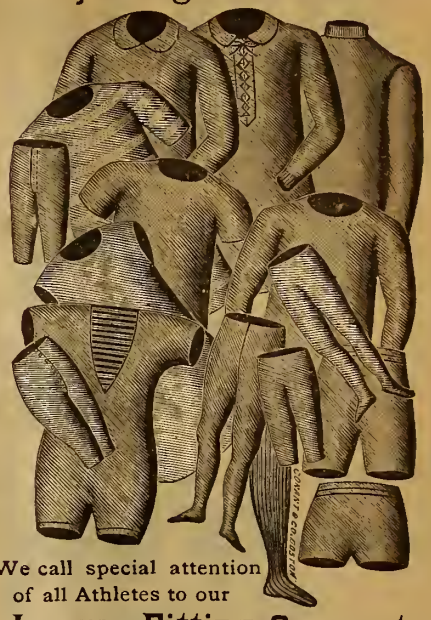
Send us your Uniform order promptly. You'll get it promptly.

WANAMAKER & BROWN,
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Send for samples of any clothing you want.

TWO PILGRMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous iustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.

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We call special attention of all Athletes to our

Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

17 Kingston St., Boston, Mass.

Please mention this paper.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE $1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

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17 Kingston St., Boston Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

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A Double Victory!

Well fought and honestly won.

1ST.

The Great Pullman Road Race, from Chicago to Pullman, May 30, **71** actual starters, **14** out of **16** prizes, including **1st**, **2nd**, and **3d**, won by riders of the Columbia Light Roadster.

2ND.

The **25** mile Road Race at Brooklyn, May 30; time, **1** h. **30** m., breaking record. First and second men in rode Columbia Light Roadsters.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.
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THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 15 JUNE, 1888.

Volume XVII.
Number 7.

HERE'S ANOTHER.

Leavenworth, Kas., May 15th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen: We believe in "Victors" here. In our club of sixteen, we have fifteen "Victors" and the one "black sheep" is waiting for a Victor Safety.

Yours respectfully,

OTTO H. WULFEKUHLER, Secy-Treas.,

Leavenworth Co. Wheelmen.

* * *

Probably next week you will be informed on another page that out of a total membership of 19 in a bicycle club of Jayville, Texas, 28 ride wheels of one bright particular make. It's like them in that country.

L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, $1.00, Postage Paid.

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Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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SEE OUR LISTS.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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The book has 244 pages of letter press, and is beautifully illustrated.

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☞ **This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

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Rigid, Strong, Easy-Running, Light, Durable. No Cast Metal.

Kept to Standard Gauges Throughout. All interchangeable.

Bown's Adjustable Ball-Bearings All Round, and Square-Bar Pedals.

Rear Wheel Bearing Absolutely Dust and Mud-Proof, without Felt Washers.

Only Ball Head with Balls Confined, yet Instantly Removable.

Outcome of Ten Years' Practical Experience with American Roads and Am. Riders' Needs

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TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents.

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$75 BUYS a 54-inch Champion Bicycle, nickeled. *First-class condition.* LOUIS FLECKENSTEIN, Faribault, Minn.

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BARGAIN.—Make us an offer for a new Columbia Light Roadster Tricycle; also 55-inch Bicycle. T. B. RAYL & CO., Detroit, Mich.

GENUINE Rudge Humber Tandem; very good condition, $150. Rudge Light Roadster, 52-inch, $75. Address XXX, care Bicycling World.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, $165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

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QUADRANT TANDEM for sale cheap; good order; open front; either rider (or both) brakes and steers. BRADFORD, 398 Madison st., Brooklyn, N. Y.

A BARGAIN. 42-inch Facile Bicycle, '86 pattern. Has not been ridden 10 miles; practically new. Address Lock Box 644, Providence, R. I.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

The Cyclist's Road Book

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BY CHARLES G. HUNTINGTON.

By Mail, $1.50. Connecticut Members of the L. A. W., $1.00.

Address

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Drawer 11, - - Hartford, Conn.



$3.00 $3.00

TOULMIN'S BUFFALO BICYCLE SHOE,

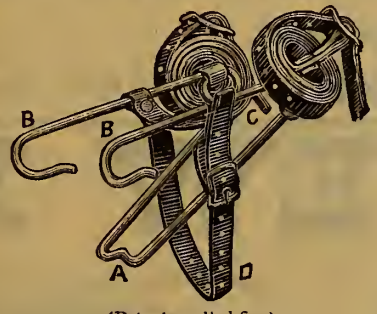
Is made of the finest genuine Kangaroo in every size and width **Price, per pair, $3.00.**

Liberal discount to club and Bi. Agents.

☞Send for Circular.

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SMITH'S DETACHABE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

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"No bicycle or tricycle shall be propelled upon any street or way, unless provided with a bell, to be rung when approaching any person; and neither shall be propelled upon a sidewalk."

DANIEL M. HAMMOND,
City Marshal.

Call and See Our Stock of These Bells.

SPRINGFIELD BI. MFG. CO.,

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Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our **Celebrated $3 Custom-Made Pants,** or finer goods if you desire.

Sent by Mail or Express. Measuring for Pants, and Full Suits.



VESTS, $2.25 COATS $8.00

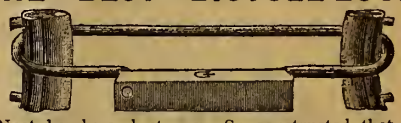
Suits, $13.25 to $20.00.

A pair of *Pant Stretchers* will be given to each *purchaser*, if mention is made of this paper.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price $1.00.

WHITTEN & CO., Providence, R. I.

JOHN HARRIOTT,

MANUFACTURER OF

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CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

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SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.



THE * SPRINGFIELD * ROADSTER

LEADS THEM ALL!

The best Wheel ever made for all around road riding. The best hill climber and the safest coaster,

CAN THEY BEAT THESE RECORDS.

Corey Hill, Boston, Mass., 4 times without a dismount.

Eagle Rock Hill, Orange, N. J., 3 times without a dismount. First round trip in 17 minutes. Second, in 13 3-4 minutes. Third, in 12 3-4 minutes. Average, 14 1-2 minutes. Time taken by J. H. Sutherland and Frank Brock. Witnessed by J. A. Sutherland, N. Y. Bicycle Club; C. A. Silver, of Concord, N. H.; Frank Brock, Newark, N. J.; W. W. Waters, Orange Wanderers, Orange, N. J.; and P. M. Harris, N. Y. Bicycle Club, N. Y.

Fords Hill, Philadelphia, Pa., 7 times without a dismount, beating all previous records, done by Harry Shurman of Lynn, Mass.

Walnut Street Hill, Worcester, Mass., by J. Fred. Midgley.

3d Street Hill, Wilmington, Del., 10 times without a dismount, by Victor R. Pyle.

Clark Street Hill, Portland, Me., by J. Minton Worden. The first time this hill has ever been ridden.

SPEEDY, SAFE AND MODERATE IN PRICE. SEND FOR CATALOGUE.

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SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

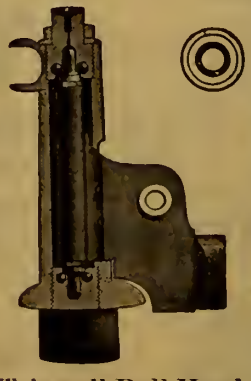
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

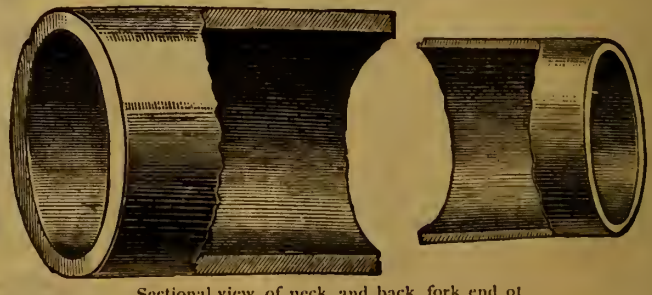
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern Improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**

Not a Broken Backbone Last Year!



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 15 JUNE, 1888.

THERE are several notices in our official department relative to Meet matters that should engage the attention of our readers.

ERRATA.—Our types last week stated that Mr. H. J. Crowther, of Baltimore, would represent us at the Baltimore meet. To be more correct, we should have stated that Mr. H. Crowther, of Philadelphia, would represent us in company with Mr. N. L. Collamer, of Washington. Mr. Crowther's headquarters will be the Carrollton Hotel. Mr. Collamer states that inquiries at the Baltimore Cycle Club house will reach him.

WE are advised by our Newark correspondent that in the tie of May 30 race between the Kings County Wheelmen and the Hudson County Wheelmen to be run off, the Association has decided that these clubs may enter any men they may wish for the deciding race. This is a most marvellous decision, and we should like to know by what powers of reasoniug the Association arrives at this decision. We hold that the personnel of the rival teams should not be changed, but that each club should be required to start the same men or forfeit the race. If we had had the privilege of speaking our piece at the meeting, as a member of the organization, we should have stood stiff for the position that the same men must participate, or no race.

OUR national pride has been considerably bolstered up since our visit and interview with W. A. Rowe, an account of which we publish elsewhere. With the bare fact before us that Howell had beaten Rowe we felt that there was nothing to be said, but after talking with Rowe and getting at the facts of his not being able to put in over ten days' training in two months, we only marvel that he did as well. Without taking one jot from the value of Howell's victories, we positively assert that the matches were most unsatisfactory as proofs of the relative qualities of the men. That Rowe was away below his usual form when he raced Howell and Wood is admitted by the English press, and it is proven by the fact that as soon as the warm weather came to stay and Rowe could do some out-door work, he began to improve marvelously. We shall not rest satisfied until the two great men have met again, which we hope will be next September. Under the circumstances we think our dissatisfaction at the result is reasonable, and that the result may be reversed not at all improbable.

"BICYCLING NEWS" ON W. A. ROWE.

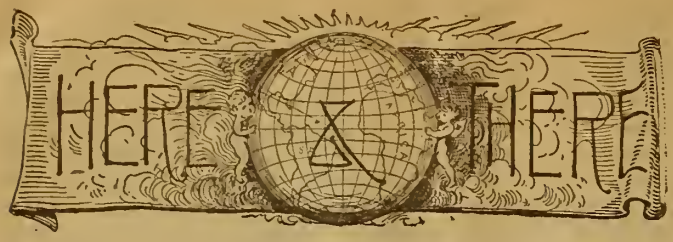
WE clip from the last issue of the *News*, the opinion of Mr. Hillier on Rowe's form. "He sits very upright and uses T handles, and the moment he commences to spurt a considerable portion of his shoulber weight is thrown upon his wrists, and as he wobbles his shoulders his steering is by no means steady at top speed. He sits relatively close to the head, and does not remain steady in his saddle. The actual action of his legs is immensely powerful, the thigh and back muscles doing a tremendous lot of work, which, however, is considerably discounted by his action below the knee. It is quite true that he drops his heel, but the drop is due to the downward thrust from the knee, and not to the upward and forward kick which distinguishes a true ankle-pedaller, and it is not until the pedal is well on the descending curve that the thrust becomes really effective. The thrust is very powerful, but only effective for a short distance, and we could detect little or no 'clawing' as the pedal rose. That Rowe should attain the speed he does with his present style of riding points to the possession of wonderful power from a muscular point of view. Riding a small wheel he jumps off fairly well, and as long as his spurt lasts it is a good one."

Then in another article of the same issue: "Rowe's mission here has not been a success, and from a patriotic point of view we must regard his failure to secure Dick Howell's scalp as satisfactory, but from the personal point of view we think every one who has met America's champion cyclist will be sorrow, for he is a straightforward man, with as little bounce as any professional rider we met. Whilst showing considerable quiet confidence in his own powers, he treats his hearers to none of the absurd gasconade which so many pros. and some few amateurs indulge in, and, recognising the many chances which militate against success in cycle racing, simply says he means to do his best. All true sportsman will appreciate these characteristics which distinguish the American champion, and join with us in wishing him more conspicuous success in his next venture than has attended his visit to England in 1888."

ANENT THOSE SEVENTY-ONE STARTERS.

Editor Bicycling World:—In your issue of May 25th I notice two paragraphs condemning the Chicago to Pullman road race. I wish to state that we are fortunate enough to have a park boulevard extending to the heart of the city, the traffic of which is regulated by Park Commissioners. These same Commissioners are heartily in accord with the promoters of this race, and furnished mounted policemen at all important crossings; the city of Chicago also contributed a few policemen to keep a clear space at the starting point. The course is over this same boulevard for ten miles, and when the contestants leave it they are entirely out of the city. The residents along the course make it a point to turn out in force, and consider the race much more interesting than the procession that follows a few hours later. I will venture the assertion that not one spectator in 500 raised an objection to it in any way. There is an element in human nature that makes any honest contest for superiority among men attractive and even fascinating. A few religious monomaniacs, a few more crabbed persons who are always ready with their objections, no matter what the occasion, will undoubtedly be heard to say that racing is injurious, morally, physically and legally. Road racing, under many conditions, is undoubtedly a nuisance, and is fraught with much danger, but under just as many other conditions it is a healthy, moral sport, well liked by the majority of citizens. Our situation is the latter, and it will be many years before road contests on the cycle will have to be stopped in the vicinity of this burg.

WM. C. THORNR.



NEW JERSEY NOTES.

"RATCHET."

"What authority had the officials for recognizing Mr. Beazley as a competitor in the road race?" "What right had the Kings County Wheelmen to put Beazley on the team when two substitutes who had been regularly entered were on the ground?" These questions, and others as pertinent, are flying around among those interested in the inter-club race. Will the Alphabetical Association let some light on the subject?

The tie between the Hudson County and Kings County Wheelmen will be run off over the Irvington-Milburn course on Saturday, July 14. The same men will be started and the same officials as on Decoration Day will have charge.

The Elizabeth *Journal* says "it is doubtful if the Elizabeth Wheelmen enter another team in these semi-annual contests." This won't do, Elizabeth, you've nothing to be ashamed of for the past and nothing to fear for the future.

Riders through the Oranges are advised to give a wide berth to South Scotland street, between McChesney street and the Hillsdale avenue station, as the contractors who macadamizing Hillsdale avenue are dumping all the loam taken off the latter street in the former.

The athletic meeting of the Orange Athletic Club on June 23, on the Roseville track, is an assured fact, the entries for the several events having been sufficiently numerous to insure its success. The programme includes a two-mile bicycle race, for which Harry Wolcott, B. Hotchkiss and W. Keck have entered.

Kluge has always been credited with being a "forcer" in a race, but according to "Wing-Foot's" account of the two-mile national championship, he fell in with the "head riders." Drop that, Charley, an' you love us! Make the boys *ride* to beat you, and leave "tactics" to those who have to use them for want of speed and wind.

The Wanderers expect to have a big turnout for their "century" run towards Baltimore Saturday, 16. The start will be made at 4 A. M. The last twenty-one miles will be covered before dark through Fairmount Park and over Lancaster Pike to Paoli. Those members who intend going to the League meet will rest at Paoli over Sunday, and on Monday will continue to the Monumental City a-wheel. The club will have a bugler who will sound all the calls.

ST. LOUIS.

"LINNEUS."

Bowling Green, Mo., has the tournament fever bad. Consul Edwards of that town has raised some $150 for prizes for a series of races to be given there on the 4th of July. The events will be a one-mile, 5-mile and a 10-mile race, all for amateurs. He asks for the co-operation of all St. Louis wheelmen and no doubt a large delegation will attend.

It seems that the *American Wheelman* is as dead as a door nail, or even a coffin nail, to go it one better. The paper has not made its appearance for a month, and no one expects to see it again.

E. M. Wilder, of the firm of Wilder & Mayo, is doing good work in gatherng recruits for the L. A. W. Ed made a curious bet with Mayo regarding his (Mayo's) winning the race at the Fair Grounds. If Mayo won, his moustache had to come off, and off it is.

The cyclers of Sedalia, Mo., held a meeting last Wednesday and organized a club, styling themselves the Sedalia Cyclers. Mr. Joe H. Kelly was elected President. He was also appointed local Consul this week, and Sedalia will therefore be heard from the coming summer.

C. T. Westlake, of South St. Louis, has aided the Division greatly by handing its officers a list of the unattached riders in the suburb known as Carondelet. If some other members of the Division would do likewise, it would greatly benefit the League's membership.

The Division will soon lose one of its hardest and most faithful workers, in the person of Consul Miller of Hannibal, who will go to Galesburg, Ill., to reside. I would put a flea into Chief Consul Van Sicklen's ear. If he wishes to boom cycling, and the League appoint Miller as local Consul.

Sunday, a week ago, C. C. Hildebrand performed the feat of riding hands off to and from Ballwin, a distanc of 40 miles, climbing all the hills, including Solomon, in the face of a strong wind. Numerous riders have essayed this feat before, but few of them ever brought it to a successful conclusion.

Hal Greenwood is in fine fettle, and has trained down as smooth as silk. Your correspondent, complying with your request, asked him for the grade of Kimmswick Hill, which he was unable to give. I have, however, written the surveyor of Jefferson County, and as soon as his reply is received will forward it promptly.

Gus Morgens, a member of the Cycle Club, while riding down the Lindell avenue boulevard, was run into by some scoundrel and badly scratched up, some evenings since. His wheel was wrecked, and it was a miracle that he escaped as he did. Should the offender be caught it will go hard with him, as the Division's officers have decided to put a stop to this thing. On the other hand I have to call attention to the reckless riding that is being done by some of the wheelmen on the asphaltum. It was only last Friday that a rider scorching down Pine street ran into and upset a buggy, causing a runaway, and spilling the occupant of the vehicle out on the street. This is road hogism of the worst type, and should at once be stopped.

Street reconstruction is going on at a lively rate. The Board of Public Improvements has let the following to be reconstructed with wooden blocks: Easton avenue, between Leffingwell and Grand avenue, Morgan street, Compton to Grand avenue, Clark avenue from 21st to Jefferson avenue. Pine street will be reconstructed with Telford pavement from Grand avenue to Boyle avenue; also Grand avenue from Laclede avenue to Manchester road. The two latter will be good news to cyclists, as it will open up a good road to Manchester road and also take some of the the travel off the Lindell avenue boulevard. The total cost of these improvements will be over $100,000, 25 per cent. of which will be assessed against adjoining property owners.

BUFFALO.

"MERCURY."

The most noteworthy cycling news of the past month is the Buffalo Club's century run. Captain Hotchkiss and his assistants deserve all the praise you can give them for the successful manner in which the run was carried out. The boys boarded the 5.50 P. M. train on the Lake Shore, Tuesday evening, May 29th, and on their arrival at Erie, were met by wheelmen of the Erie Club, who escorted them to the Reed House, where eight other Buffalo cyclers were found who had taken the 2 P. M. train. Captain Hotchkiss hustled his men to bed at an early hour, preparatory to rising at 3 A. M. (Erie time). Next morning (Decoration Day) line was formed in front of the hotel at 5.15 A. M., and the roll call showed twenty-eight wheelmen present. Start was made at 5.25 (25 minutes behind schedule time), and after stopping at various places along the line and attracting any amount of attention, twenty-three of the party (the other five having dropped out) rode, twos front, around the meadow, arriving at the club house at 10.15 P. M., a proud but awfully weary lot of fellows. Total time elapsed, 16h. 55m.; total mileage, 101 miles; riding time, 9h. 51m., or about ten miles an hour. Runs of this kind, with so large a party, are scarce and the boys have reason to be proud of their exploit.

How I would like to go to Baltimore next week. A great time is in store for those who are so fortunate as to go. "Skib," I'll be down to see you later on.

The Buffalo Club held a special meeting May 26th, and decided to invite the New York State Division to hold its meet here during the tournament. It is to be hoped the invitation will be accepted.

An error appeared in my last letter regarding the cycling track. The Ramblers will have the privilege of using the track any time *after* the tournament but not before, as the professionals will be using it then.

The Ramblers run to Lewiston under the command of Captain Hauenstein was also successfully carried out. To keep up with the times, Captain Hauenstein has announced a run to Erie for Saturday, 16th of June. They mean to keep the Buffalo Club hustling for honors this season.

THE Ramblers, at their regular monthly meeting, June 5th, elected twelve new members; also F. R. Schwinn, Geo. C. Laub, and Ed. F. Dold as a Board of Trustees. In a few days committees will be appointed for the tournament, and then the work will begin in dead earnest. It remains to be seen whether there is any fun in it. According to Ducker, it is "by the sweat of the brow."

FOR a right good lot of sensible fellows, commend me to the Springfield Club. I have never met with them, nor have I had any business with them; I draw my opinion from a motion that was moved and carried unanimously, namely: "That we hold our annual tournament in Buffalo, Sept. 4th, 6th and 8th." Now, let other clubs follow suit, for "in union there is strength."

A MOST singular accident befell a Rochester cycler last Monday evening (June 4th), while riding on the sidewalk (which, by the way, is not forbidden here) a hook under the awning of a meat market caught him in the right cheek, tearing through the flesh in a terrible manner, and sliding along the bone through the right eye until it caught hold in the socket. He hung on the hook until released by some of his companions. His eye was totally destroyed and his face will be disfigured for life. There is a moral to this.

ST. JOSEPH.

"MENTOR."

MEMORIAL DAY here was a gala occasion, a day which will long be remembered as an enjoyable event by the visitors who were the guests of the St. Joseph Ruralists' Bicycle Club. The officers and members of the entertaining club should feel elated at the success of their royal reception accorded delegations of wheelmen from clubs from surrounding cities. About a month ago invitations were sent to the following clubs to spend Memorial Day in St. Joseph, the guests of the Ruralists' Bicycle Club: Omaha Wheel Club, Leavenworth County Wheelmen, Topeka Wheelmen, Kansas City United Wheelmen, and wheelmen in Oregon, Mo., Maryville, Mo., and Atchinson. There were about seventy-five wheelmen, including one from Boston and one from Philadelphia. The incoming wheelmen were met at the Union Depot by the Reception Committee, and the visitors were escorted to the club quarters, where fruit, iced milk and cigars awaited them. Then the wheelmen adjourned to the Union Depot Hotel, where the largest assemblage ever quartered together in the Missouri valley sat down to an elaborate collation.

AFTER dinner, the parade was formed, and slowly moved away on the excellent asphalt pavement to the beautiful grounds of the insane asylum. There were over one hundred wheelmen in line, and they made an extremely long pageant of shining wheels. The sidewalks were crowded with interested spectators, and they showed their hearty approval of the spectacle by their many admiring gazes and complimentary remarks.

THE asylum reached, the boys dismounted and lolled in the shade of the grand old trees, sang songs, told stories of cycle adventures, renewed and made new acquaintances. Then the boys utilized their sweetest smiles, the photographer adjusted the black hood, squinted the camera, said, "now, gentlemen, please keep quiet"—and their "pictur was tooken." The wheelmen returned to the city, and at the close of a beautiful day, the wheelmen boarded their several trains and whirled home to their homes and families. The wheelmen of St. Joe can rest assured that their entertainment was a success in every particular. *Vive* St. Joe Wheelmen.

NEW ENGLAND.

"THE JOTTIST."

WE are pleased to notice from our many exchanges that Bicycle clubs all over New England and elsewhere are frowning down the sidewalk riding nuisance. We may complain of the road-hog who drives a quadruped, but we regret to say that the public have just cause sometimes to speak feeling and forcibly of the "sidewalk cycling hog."

WE hope Mr. Fisher, of New Haven, will reap a rich subscription harvest at Baltimore for his New Haven to New York path scheme.

SPRINGFIELD, Mass., wheelmen are talking up an athletic park, with bicycle track, etc. C. I. Shean is one of eight who will subscribe $500 towards the venture.

THE proposed parade, June 22, of the Springfield, Mass., wheelmen, it is an assured fact that over 230 local wheelmen will be in line. If the out-of-town clubs respond there will be nearly 350 men in line.

THE second annual races of the Rhode Island Wheelmen will be held at Roger Williams Park, Thursday, June 21st, at 6.30 P. M., and will consist of the following events: One-mile championship race; one-half-mile special; one-mile tandem; two-mile lap; one half-mile Rover; one-half-mile tricycle. The events are in charge of Howard L. Perkins and Nelson H. Gibbs, the Club committee.

B. H. TROUT, one of the judges in the late Taunton-New Bedford team road race, thus writes us: "I would like to call your attention to a slight error in your report of the New Bedford-Taunton road race on Memorial Day. There *was* a collision between Anthony and Fred Smith, but no foul; if any thing there might have been a foul on F. Smith, as the collision was caused by his cutting in ahead of Anthony, who had the inside track and could not get out of the way. Anthony's backbone was bent, so the wheels did not track within three inches. Also, I would like to call your attention to the plucky race ridden by Bolton, the last ten miles with three broken ribs. During the winter he met with an accident, breaking three ribs. From some cause these broken bones parted after he had made ten miles in the race, and he was forced to fall back, finishing sixth; and would have been fifth but that Sisson, of New Bedford, wore a cap with Taunton colors, causing Bolton to mistake him for one of the Taunton men. Most men under the circumstances would have dropped out. The time is certainly correct for the race, 1.17, and the measurement is that of the New Bedford Club, which I hope will be verified."

NEWS AND COMMENT.

MOST sincerely do we congratulate Mr. H. D. Corey, of the Pope Mfg. Co., on the fact that he is to take unto himself a "helpmeet." The lady's name is Miss. Wallace, and she resides in Newton. The wedding will take place June 27, but owing to recent bereavement in Mr. Corey's family the ceremony will be strictly private. Mr. Corey's many friends will join us in wishing the pair all the happiness the human heart is capable of.

THE Brooklyn Club will hold a race meeting July 4th.

DUCKER wants the Springfield Bicycle Club minstrel troupe to visit Buffalo. He thinks there is money in it.

MANY of our readers will join us in congratulating Mr. W. B. Everett and his wife on the safe arrival of a fine, healthy boy; a prospective cyclist.

THE *Athletic World*, edited by F. P. Priai, led a short but we trust a merry life. Three or four issues were made and then things dropped. "Too much strain to run two papers," said Editor Priai.

MR. H. CROWTHER, of Philadelphia, would like companions to tour from Baltimore to Washington, down the Shenandoah pike, after the League meet. For particulars address H. Crowther, BICYCLING WORLD representative, Carrollton Hotel, Baltimore.

ROWE was to have ridden a match with R. H. English June 2, but Rowe's accident of course prevented the race. English, however, insisted on the race or the forfeit of £15. This was not a very generous action on English's part, but we suppose it was "business."

WE commend the *Wheel and Cycle Trade Review* for its perseverance in attempting to prove to the editor of *Bi. News* that Rowe's records are *bona fide*. But alas, we fear, for what does the *affidavit* of an American, weigh against the *opinion* of our friend across the water?

A CORRESPONDENT writes: "I should like to inquire through the WORLD if any of its readers have used the Dry Graphite or Plumbago as a lubricant for ball bearings, and whether or not it answers the purpose." [We can answer, we have tried it and it does not work. *Oil* is the only satisfactory lubricant.—ED.]

A CORRESPONDENT writing from Springfield, Ill., says: "We entertain the L. A. W. Division members on July 3d and 4th, and want as many L. A. W. men as possible. In a city of 30,000 people, which has thirty miles of block pavement, we ought to have at least 75 L. A. W. men. The meet will help us. Shall have races, lantern parade, lunch; following day run of seven miles to Clear Lake, banquet evening of 4th.

THE Arkansas Traveler Cycle Club, of Little Rock, Ark., will hold a tournament next Monday. The programme covers eight events. The track of the Arkansas Traveler Cycle Club is a quarter-mile stretch of oval form. It is well graded and has been rolled to a firm surface by the six-ton steam roller belonging to the city. For this the club desires to return thanks to Mayor Whipple and the Board of Public Commissioners.

A CORRESPONDENT of the BI. WORLD dropped in at Spalding's a few days ago, and was informed by the genial cycling manager, A. B. Barkman, that it was on his last trip that Conings by was compelled to dismount instead of on his first, in his Eagle Rock

climb, and that *he had* mounted the hill the third time, but in turning for the down coast his wheel caught in a rut, which overturned him. His times were first, 13m. 16s.; second, 14m. 25s.; third, 14m. 12s. The wheel he rode was taken from the regular stock, and was geared to 54 inches. W. E. Fuller, J. F. Borland, W. S. M. Mead, L. L. Condert, A. B. Barkman, J. B. Jones, H. A. Smith, and other prominent wheelmen witnessed the performance.

FROM "SENATOR" MORGAN.

I WAS glad to have Hillier and Sturmey at the Aston Grounds, Birmingham, on the occasion of the three days' tournament last month, especially the former, as he now will, I'm convinced, readily admit that Rowe's records are "all right." I never saw such improvement in a man in all my life as there was in Rowe after we had given him two weeks' steady work over the Coventry track, and I can now readily admit that it was the very inclement weather and the constant travelling about which prevented him from winning at least two or three of his match races, especially the two first with Howell and Wood, and the one with the latter more especially. There was also another cause, a mental one, which worried the Lynn lad, which we were fortunately in a position to remove in time, which very materially helped his late successes. I have been in close company with Rowe for the past three months, and, although dining at the same table and with him in his practice nearly always, I cannot as yet say "I know him," although I have partly solved many important secrets of his successes and failures. Rowe, though a great man, will never shine conspicuously in match races, but will, like Woodside, English and other men I know, surprise the world now and then in open races and in a crowd, where responsibility is light, and not too much generalship is required. The responsibility of racing for big money and the consequent nervous strain beats many a good man before the pistol cracks. If Rowe's head was on a par with his legs he would conquer the world; put the same theory the opposite way with Temple, and America would be safe in holding the greatest cyclists, and the championship of years. Howell and Temple are the

BEST GENERALS IN CYCLING

the world ever saw, and Temple's past twelve months' work will stand as the greatest that has ever been done—aye, and for the size and weight of the man—that probably will ever be done.

The team under Eck's management have shown up well, and Crocker defeating Fred Wood and Fred Lees at Leicester, and Knapp and Whittaker riding seconds in the two championships proves there is not a soft one in the new team, although they cannot be expected to win a first or second where Rowe and Temple compete. Eck tells me he is sick of this country, and sighs for home. If Eck had taken my advice he would have been in pocket, as the trip to him at the very best will be disastrous. It is quite possible you will see them all back in a few weeks, as these new comers are not too enthusiastic over their prospects. It can now be understood how much

"HUSTLING" AND HARD WORK

the American team has done to gain their present footing in cycling in England. That they have practically controlled professionalism for the past six months is apparent, as every man of note has received salary from the coffers of the team, and they commanded the services of every scratch man at Aston but Howell. W. Wood, owing to his match with Rowe to-day, could not have well been there, and F. Wood was there, but wisely for his own repute, declined to run, as he could not have taken a place. Howell had fought the meeting in and out of the papers, and with the Wolverhampton proprietor, who held his annual three days' meeting, was bound to bust up the Aston project. The consequence was, Howell (who previously wrote the *Sporting Life*, stating he did not intend competing against the entire strength of the team) was the only scratch man at Wolverhamptan, and had a walk over for the mile championship, and the attendance for the three days was not one-fourth as large as our meeting. This is to be deplored, as we wanted to get a whack at Howell in open competition, and even went so far as to send a representative to see Devy, who controls the Molineaux grounds, to see if we could not arrange to have men from either place compete at both meetings, as the distance is only twelve miles and plenty of trains running, and the programme could have been arranged accordingly. Guided, it is believed, by Howell, he refused this overture, and the consequence is he is a heavy loser, and the Aston promoters gainers.

To-day, Saturday, I arrived from the South in order to see Rowe meet W. Wood for a second hundred pounds.

After putting a few more lines to this "copy," in company with Rowe we strolled up to the Jarrow track, where three thousand people had assembled, although the weather was cold.

ROWE QUICKLY STRIPPED,

and after Allen had given him a little preparation, he came out and received applause. Wood quickly appeared, and was also greeted with cheers. I had previously told Rowe to do a little pacing and if necessary to go away with the lead. When the pistol cracked, therefore, Rowe made play for the lead, and went away at a fair rate of progression, shaking his man up by a terrific burst on the second mile, and I knew then, barring accidents, Rowe would win. Wood endeavored to settle Rowe by placing his wheel level and then making some comments of a not too refined character occasionally. The last mile Wood endeavored to get by, but Rowe, always on the alert, held his own, and the last lap was entered amid a scene of intense excitement, as the men rode locked together on the straight, but Rowe turned the last corner, and as he passed me fifty yards from the tape, he was half a wheel ahead, but Wood was gaining on him fast, and when Rowe broke the worsted he was only a small foot victor, and never in my life have I felt so uneasy over a finish before, through, I fancy, Rowe's bad judgment in allowing Wood to hold him too close, when he could have left him on the down hill, three hundred yards from home, thereby disheartening his man, as Wood was encouraged by Rowe's allowing him to keep level, and Rowe finished "all out." It was a victory hard earned indeed, for immediately on passing the post, Rowe collided with a man who must have been insane over the finish, and striking him fairly amidship with the big wheel of his Columbia, he came down a horrible thud. This nearly stopped the beating of my heart, and when we picked him up he was unconscious, but revived on reaching the dressing room. Fearing a broken bone or internal injury we had him conveyed to a private house near the grounds, and after summoning a doctor, found that the unfortunate man had broken his collar bone, that a few unimportant scratches and bruises was the result of as criminal a piece of business as ever disgraced a bicycle track.

Rowe was matched to ride R. A. English fifteen miles next Saturday, June 2d, on the North Shields track for fifty pounds, and as we have fifteen pounds forfeit up I suppose we must lose it. Rowe's stay in this country has not been at all a pleasant one, as his first ill successes and adverse criticism had only part worn off when this accident lays him low, and strange to say until last week, ever since Rowe and his trainer joined the American team, the team was losing steadily at the rate of bankruptcy, until Temple broke the spell in defeating Wood, and the treasury again commences to look healthy. The original American team will

WIND UP THEIR BRITISH TOUR

at Dublin next Saturday, where there will be run a big meeting at Bull's Bridge track, in which the *cream de la cream* of American and English talent will compete, and Crist of Washington is likely to be the five-mile "Irish" champion for 1888, as he competes there in the races at which the Irish Cycling Association will decide their first mile annual championship. Temple and Woodside will be entrusted to represent us at that meeting; and I leave for Berlin via London immediately in order to arrange our Continental engagements. We make our bow to a German audience in Berlin, Sunday, June 10th, and dear Christian brethren, forgive us, for I understand we used to be numbered with the heathens who don't observe the Sabbath for weeks to come. Crist, I believe, intends competing in Berlin, so you can rest assured the glorious old flag will be all right, even if we are German, English and Irish by descent.

NOTES.

HOWELL is quiet again, somebody told him Temple did 2.30 at Coventry. He says he will come to America and meet Rowe and Temple this fall, and swears vengeance on me. Woodside has developed into quite a plunger, he dropped a lot on Rowe, and won it back on Temple. Cook and Alexander, the oldest handicappers in the Midlands, tell me Temple is the fastest miler in the world today, and says if I don't collar Howell's money, I'm "a chump." They tell me I've grown three years older the last three months. Tell your advertising agent to send me nine hundred and ninety-nine dollars for value received from quotations, re London wax-work cyclists, as every paper in Britain is talking about it, and several journals have been to Madame Tusands to write "the figures up." *Wheeling* says I'm wrong about it going to change hands, and calls me ungrateful; really I am not, and McCandlish should not think so. The N. C. U. will soon be for sale, fixtures and all. "What am I asked for Viscount Bury, G. L. H., and Finlay MacCrae?" The N. C. U. have practically killed amateur cycle sport, quite right, too; all the better for the "Pros," and the atmosphere is cleaner. Tom Eck threatens to pay a ten shilling fine for assaulting "Jack," whom he charges with several things; look out for blood when the Canadian meets the Scot. Temple's foot is not quite well yet, and he cannot relinquish his walking stick, he and Woodside will take a few days vacation at Woodside's residence,

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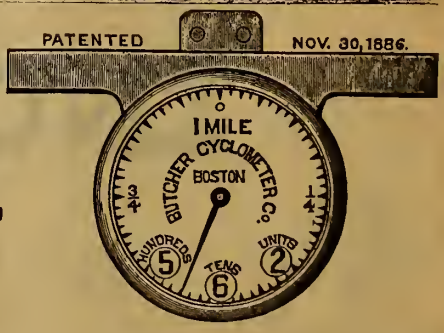
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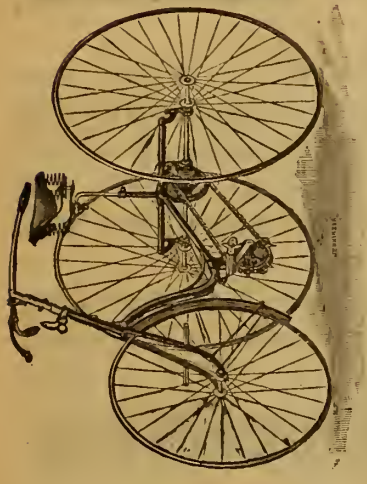
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Correspondence invited.

Dunduan House, Coleraine, Ireland. My next letter will be written in German; please either get out two editions for Milwaukee and Wisconsin especially, or get the translator ready, I talk and write German solely for next six weeks.

W. A. ROWE AT HOME.

Being advised that W. A. Rowe had returned from England, we took the train for Lynn, and started out for his home in Glenmere. We had scarcely pulled the door-bell of his residence before the door was opened in person by Mr. Rowe. But for the fact that his arm was bandaged up inside his coat and shirt, we should say that Mr. Rowe was one of the healthiest men we had looked upon in many a day. He looked brown, rugged, and his eye is clear. In fact he was the very picture of an athlete in health. We announced the fact that we had come to interview him, and we were at once asked in. Mr. Rowe arrived in New York, Sunday at 7 P. M., on the White Star steamer Republic. In answer to our queries, he stated that he had sustained no internal injury from his fall on the Jarrow track. That the collar bone only was broken, and that in a short time he would be able to use his arm again. "But with the exception of this broken collar bone, I never felt better in my life," said Mr. Rowe. "I was just beginning to pick up and get in form when this accident occurred." We then asked him the reasons why he showed such poor form in his first race with Howell and Wood, "Well," replied he, "considering the fact that I arrived in Liverpool on the 10th of February, and from that time until the hour I met Howell in his first race, about two months, I had only been able to get ten days out-door exercise, it is not at all astonishing to me that I failed to show up better than I did. On my arrival in Liverpool I at once went to Torquay, in the South of England. The climate there is usually as mild as May, but during the ten days I was there the rain and the snow was so incessant that I could only train on the track three times, and two out of the three times the snow was at least one-fourth an inch deep on the track. Considering the fact that I cannot train or bring myself down to speed, except that I perspire freely, it will readily be seen that it was simply impossible for me to get into any sort of shape in time for my match race with Howell. If I had been at home I could have worked the home trainer, or done some boxing, which would at least have had the result of bringing down my flesh. I worked hard, and my trainer, Mr. Allen, also did everything in his power in the face of these adverse circumstances to bring me into form. But it was a discouraging thing and I knew it, and when I met Howell in those match races, I was no more fit to ride an important race like that than if I had not been on the bicycle for a year. I have no excuses to make for my defeat, but these are solid facts, which my friends and my enemies can take and weigh according to their own free will. Another thing did not help me one single bit, and that was my racing indoors. Board racing is bad for a man who is used to a regular out-door track, and the atmosphere of those halls was simply frightful. In fact it almost made me sick. Just as soon as the warm weather came I began to improve, and during my last week in England I won the ten-mile and one-mile and the one-half mile championships against the best man in England, barring Howell, and I also beat W. Wood in the race where I met my accident."

We then inquired from Mr. Rowe how the crowds and the people treated him. He replied that with the exception of the North country gang, which followed W. Wood, he had nothing but praise to say, but as for the treatment of W. Wood himself, and the gang which followed at his heels, it was a disgrace to the man himself, and to the crowd who followed him. "In my last match race," said Mr. Rowe, "Wood, while riding alongside of me, constantly used language too foul to be repeated, while the gang of roughs threatened me with stones and sticks, and I am satisfied in my mind that my accident was brought about by the deliberate attempt of one of his followers. In my first race with W. Wood, I met with the same disgraceful treatment at his hands and the hands of his followers. Howell treated me like a gentleman, and so did Howell's admirers. They showed me courtesy and fair play, and I have nothing to complain of them, or in fact, any other English crowd."

In reply to our query in regard to tracks, Rowe said that the Long Eaton track is undoubtedly the best in the world, with the exception of the Springfield track, and that the others did not compare with that of Lynn. We asked him further if he had talked with Hillier on the question of his disputed records. He replied: "I did not talk with Mr. Hillier very much, but I am satisfied in my own mind that Mr. Hillier himself believes in my records, and for the life of me I cannot understand the position of his paper, unless it is done to provoke discussion, or because he dislikes publicly to recede from the positive position he has taken."

Mr. Rowe stated that he has not as yet made up his mind whether he will take part in the fall tournaments, but in the course of two or three weeks this will be decided. If he does, he is quietly confident that if Howell comes over he will be able to satisfy that gentleman, as well as the public at large, that he can ride faster than the Englishman. Mr. Rowe does not brag and bluster about this, but he is very anxious that the chance be given him to redeem himself before the end of the season. While at Coventry, Mr. Rowe rode the quarter-mile track there in thirty-three seconds. This is faster than it has ever been done before. Osmond, and other English cracks were present at the trial. We remarked to Mr. Rowe that the English papers took the position that he was handicapped in riding the Columbia. Rowe lauged and replied: "I have yet to see the machine I would change for the Columbia Racer. In my estimation there are few machines made its equal, and none its superior."

FROM THE GERMAN CAPITAL.

VICTORY FOR TEMPLE.—CRIST RIDES SECOND.

(Special Cable to the World.)

Berlin, June 10.—Ralph Temple won the great professional event to-day, his time is German record for the distance by five and two-fifth seconds. W. E. Crist ran second to Loehr in a field of twelve starters for the amateur championship of Europe. Great enthusiasm. The Americans treated to an ovation. Twelve thousand spectators, of which three thousand were cyclists. The Americans sent a handsome floral offering to the sick Kaiser.

"Senator."

THE PHILADELPHIA HILL-CLIMBING CONTEST.

The committee in charge of the hill-climbing contest for the medal offered by Mr. Kirk Brown have made the following arrangements:

The contest to be held on Saturday, June 23, on Conshohocken Hill, commencing at 3 P. M. Contest to be open to all amateur wheelmen residents of Philadelphia, Camden, Wilmington and Reading, the man climbing the hill in best time to win. An entrance fee of 50 cents will be charged, returnable to starters. Entries to be made not later than June 21st, accompanied with entrance fee to A. G. McGlathery, 1807 North Broad street, Philadelphia.

WELLS ON FORDS HILL.

We append below the particulars of how John A. Wells, on June 4th, climbed Fords Hill, Fairmount Park, 14 times, excelling the 7 times done by Shurman, of Boston. The latter climbed the hill seven times in one hour, while Wells performed the feat in 57 1-2 minutes. The following is the official time as announced by timer W. W. Johnson. First time, 6m.; second time, 6m. 2s.; third time 6m. 2s.; fourth time, 6m. 2s.; fifth time, 6m. 2s.; sixth time, 6m.; seventh time, 6m. 2s.; eight time, 6m. 2s.; ninth time, 6m. 2s.; tenth time, 9m; eleventh time, 9m.; twelfth time, 9m.; thirteenth time, 9m. 2s.; fourteenth time, 11m. 2s.; entire time consumed, 1h. 46m., 2s.

WELLS TAKES THE EAGLE ROCK RECORD.

SIX TIMES UP AND DOWN.

On Thursday, June 7, a quiet, gentlemanly looking chap makes his appearance in Newark and announces his intention of seeing what he could do on Eagle Rock, with a 45-inch Pony Star. Accompanied by Ed. R. Collins, C. L. S. Walker, Frank Brock and Percy M. Harris, he goes at the 'ill. He gets the word "go" at precisely 4 P. M., goes to the summit without a shake, turns, coasts down and passes the starting point at just 4.12.45. Start number two at 4.13, finish at 4.26.45; number three, 4.27, finish at 4.41; start the fourth, 4.41.15, finish, 4.58.30; start the fifth, 4.58.45, finish, 5.15.30; and not satisfied yet he makes his sixth go at the hill at 5.15.45, and is down at 5.32. Hopping off his wheel he asks about the time, gets into his coat, vaults into the saddle, and asking the boys to try and take him at an easy pace, immediately proceeds to "scorch" them all the way to Oraton Hall, which he reached about 6.20, and was obliged to *wait for the rest* to come in. The time for the climbing was 1h. 32m. from start to finish. The trips were made in the following time: 12m. 45s., 13m. 45s., 14m., 17m. 15s., 16m. 45s., 16m. 15s. Mr. Wells was as fresh as a daisy at the finish and wanted to raise the record still higher by one or two trips, but was persuaded to let it rest at six. Ratchet.

W. B. Everett & Co. will have a full line of their cycles on exhibition at the L. A. W. meet in Baltimore, at the salesrooms of Messrs. Eisenbrandt Bros., 424 E. Baltimore street and 71 Madison avenue extended.

WOOD WINS AT LEICESTER.

By cable to the Herald.

LONDON, June 9, 1888. There were seven starters in the 25-mile bicycle race for the champion stakes at Leicester to-day. Fred Wood of Leicester won by six inches in 1h.19m. 30s. Knapp, an American, was second; Crocker, also an American, and three others fell in a heap, but none of them was seriously injured.

THE AGED MEN'S RACE.

UP to going to press we have only one entry for this race. We have decided therefore to place the affair in the hands of our representatives, Messrs. H. Crowther, Carrolton House, and N. L. Collamer, Baltimore Cycle Club House, with instructions to act as they deem best, requiring, however, at least three starters. The preliminaries and details will be entirely in their hands, the only restrictions being that starters must be 45 years of age, or more; that road machines only, of any type, must be used. The distance we will leave to our representatives. The prize will be a handsome gold and enamel medal for the winner.

RACING AT LANCASTER, PA.

BELOW we give results of the races at Lancaster, Pa., held June 9:

One-mile open to all—First, E. I. Halsted, Philadelphia; second, W. I. Wilhelm, Reading. Time, 2.52.

Three-mile club team race—The Reading, Wilmington (Del.), Pottstown and Lancaster Clubs competed. Reading won by a score of 21 points, with the Wilmington Club second, with 15 points. Wilhelm, of the Reading team, crossed the line first every lap. Time, 10.26.

One-mile Lancaster Club—First, D. H. Miller; second, W. A. Reist. Time, 3.09.

Half-mile one-legged race—First, E. I. Halsted. Time, 1.47.

Two-mile novice—First, G. F. Kahler; second, W. Schroeder. Time, 6.33.

Half-mile State championship—First, E. I. Halsted, Philadelphia; second, C. B. Keen; third, W. I. Wilhelm. Time, 1.20. Wilhelm's claim of foul on Halstead was not allowed.

Three-mile lap race—First, E. I. Halsted; second, W. Lamb; third, F. M. Dampman. Time, 3.09.

WE INTERVIEW COREY.

MR. H. D. COREY gave us a call the other day, and we at once button-holed him, and put several leading questions to him in regard to the business generally, the Buffalo tournament, and other matters of interest. He said:

"Although the bicycle trade is booming all over the country, I find the feeling more pronounced in the West than in the East, and it is safe to say that this will be the banner year of cycling. The enameled machine is used almost entirely, but was surprised to find certain sections where the riders still clung to the nickel.

Great interest is being felt in the Rover type safety, but no more probably than was evinced in the Kangaroo, when they first were placed on the market. When this safety has been tested in comparison with the ordinary, riders can then determine which they like best. It is safe to say that there will be much trade done in both kinds, although the safeties are selling more to the elderly riders and professional men, such as lawyers, clergymen, physicians, etc., who put it in practical use not attainable by the ordinary. More and more interest is being felt in tricycles and tandems, but this comes from cities situated in the vicinity of good roads.

Chicago was a great surprise to me, for I never saw a city that was waking up so to cycling. I can remember two or three years ago in talking it over with some of my fellow competitors that very few machines were sold in that city, but now there are over three thousand wheelmen within a radius of ten miles of Chicago. I think they have four clubs, with a membership of over one hundred and fifty, and the good roads and the many fine facilities for wheeling which Chicago affords, is bringing a great many "converts" into the ranks of cyclers.

From all that I could gather as to the trade in Chicago, I understood Gormully & Jeffery and the Victor people, and in fact all makers and dealers were doing prosperous business, and as for my firm, we had forty-seven Columbia entries out of the seventy-one starters, which tells its own story for our machine. I'll venture to say that Chicago will be one of the largest if not the largest wheeling city in the United States before many years, as its natural advantages tend to make any one wish to ride if he has the slightest inclination.

On my way home, I stopped at Buffalo to see Henry E. Ducker, and glad I was to see the "Barnum" of cycling. To all those who know Ducker's history since he has been connected with cycling and the many difficulties which he has so ably surmounted in managing the Springfield meets, one could not help but rejoice with him should he see him in his new position. Mr. Ducker left Springfield to become connected with the firm of Messrs. Gies & Co., one of the largest printing establishments in the country, and he had not long been in Buffalo before he was convinced of the advantages the city presented for the holding of a tournament and the building up of the sport. To this end he applied himself, until the managers of the International Fair invited him to take the entire charge of what will probably be the greatest tournament that was ever held in the world.

I took great pleasure in going through Mr. Ducker's offices, which were fitted with every facility for presenting his work; I can see nothing before him but success. The tournament takes place, I believe, from the 4th to the 7th or 8th of September, and although I am not allowed to state all the many attractions that are promised, still I can venture to say that we shall probably see some of our "English cousins who know how to ride pitted against our American riders, including Rowe and Howell.

The roads along Lake Erie are very fine; a party of my friends having ridden up from Erie, a distance of over one hundred miles, in something like nine hours. Although the tournament has only started, it is probable that the Division Meet will be held at that time, and the united energies of the clubs will be swung in its favor. Personally speaking, I am glad that Mr. Ducker has a chance to show his ability and feel that he will be cordially supported by both the wheelmen and the trade. To the riders who do not attend the League meet and who wish to put in some time in the fall and at the season when wheeling is at its best, I should earnestly advise them by all means to go to the Buffalo Tournament."

Probably Mr. Corey has travelled as much as any one over the country, and in his capacity as Superintendent of the Pope Co.'s agents, he has carefully kept account of the distance he has traversed, which amounts to over 14,000 miles from the first of January up to the first of June.

MR. WELLS DOES NOT USE "EXTENSION LEVERS."

Editor Bicycling World: The statement in the last issue of your paper that the machine on which I do my hill-climbing has "extension levers" is utterly false and misleading, and I am inclined to believe that some one has wilfully misinformed you on this point. My machine is a 45-inch, and the levers are exactly similar to those put on all '88 pattern 48-inch Stars. These levers are necessary to enable me to take a full stroke without hitting my heel against the rachet box or step. My levers are just 24 1-2 inches long, while the levers on all the 45 stock machines at Strong & Green's, measure 23 1-2 inches—a proportionate difference less than that between 5 3-4 and 6 inch cranks on an ordinary bicycle. There is no "extension" contrivance to them whatever, or any adjustment other than the power and speed hooks found on all Star levers.

Not to make comparisons between different makes, I consider my machine to be the best all-around road wheel of any Star I have ever seen, and I have always been able to keep up with the procession with it on the road. Mr. Percy M. Harris, travelling agent for the Springfield Roadster and champion road rider of the New York Bicycle Club, asserted while I was climbing Eagle Rock last Thursday, that my machine was made especially for hill-climbing and could not develop any speed on the road. In riding back from the hill to Newark, Messrs. Harris and Walters tried their best to do each other up, and although I am not in the habit of climbing Eagle Rock six times as a preliminary to a road race, I kept near enough to them to enjoy the fun, and was the first man to reach Newark. Messrs. Collins and Walker, who arrived some five minutes later, can testify that the pace was not a slow one.

I have given Mr. Shurman full credit for his wonderful hill-climbing performances, and have said nothing in regard to the gear of his wheel, although it is the general impression here that his wheel is geared far below what he claims. The speed which he did *not* show on the Orange roads Decoration Day, and the ease with which he was passed by those who tried a spurt with him, indicate a very low gear or a surprising disinclination to stand a test of speed. I acknowledge that my machine was made to order for me, but so are all the different machines that I ride, and I fail to see why a man who is able to tell a manufacturer how a machine should be built to enable him to get the best results from it should receive less credit for what what he is able to accomplish.

I made an offer early in the season, which still holds good, to loan my machine to any one who wishes to beat my records on it.

Yours truly,

JNO. A. WELLS.

SAN FRANCISCO GOES FOR A RECORD RIDE AND REPLIES TO "1874."

Editor Bicycling World:—We made the trip to San Jose against time last Saturday afternoon as I had told you we would—a trio of those who were on the much discussed run of Feb. 25th. I append a summary of the evidence, which is signed by the different parties along the route, and is in our possession:

Places.	Mathews. Arr.	Mathews. Lve.	Austin, Jr. Arr.	Austin, Jr. Lve.	Brewster. Arr.	Brewster. Lve.
Fruit Vale, -		2.54		2.54		2.54
Centreville, - -	4.21	4.25	4.23	4.55	4.33	4.55
Milpitas, - -	*		5.47	5.54	5.47	5.54
St. James Hotel, San Jose, - -	5.45		6.27		6.27	
Total time, -	2.51		3.33		3.33	
Stops, - - -	.07		.39		.29	
Actual riding time,	2.44		2.54		3.04†	

* Three-minute stop at spring for water. † Includes time lost by header, which was some 6 or 7 minutes.

Mathews stopped at Centreville more for the signature of Mr. Gregory than any other reason, and just beyond Milpitas for a drink of water at a spring. His riding was great, as some of the road was very bad, especially his time of twenty-five minutes from Milpitas into San Jose, where the road is somewhat soft and rutty, and is known as seven miles. He now holds the record for this run, as it beats it some sixteen or seventeen minutes. Austin arrived at Centreville two minutes behind Mathews, and waited for me to come up, and from there we travelled in company to San Jose. The understanding was, that should any one man take a header or be otherwise disabled, the rest were not to stop at all for him. I was in a great hurry to dismount just as I was entering Mt. Eden, with the results of a broken luggage carrier, a bad shaking up and a couple of skinned arms. I lost some sixteen or seventeen minutes picking myself and my machine together before I was under way again, and just after the Alvarado Bridge the shaking up told on me and nearly used me up. At Centreville after a strong lemonade and a little bread I was O. K. again, and got throughf without any more trouble. We all hold documentary evidence o the times as in the summary preceding, which same can be easily substantiated by any doubting Thomases, such as the run of Feb. 25th called forth. I am yours truly,

C. Union Brewster, 15,377.

Messrs. Austin and Mathews have desired to affix their signatures to this, as certifying to its correctness in every detail.

H. A. Mathews, 12,591,
B. C. Austin, Jr., 12,847,
C. U. Brewster, 15,377.

FROM THE SAME SOURCE.

And now a few words as to the run of Feb. 25th, published March 23d. I have to correct the statement of the distance to Centreville, as it is erroneous. The Captain was in a hurry, and took the distance out of the road book, which measure is from the Oakland Mole and not from Fruit Vale, which is a little over twenty-one miles, and the time was 1.30.

The comments on this run have not been very pleasant reading, on account of the slurs cast upon the veracity of the men participating in the trip, but our principal objections to the article of May 11, which is additionally hard, coming as it must from one of the wheelmen in our own town, and it is to him I will reply. I do not know who "1874" is. He finishes up his article by saying: "We haven't got such a thing as a 'club liar' out here; the members got it individually it seems, and evidently it is a blooming success." In this he is correct, as his own article will show, for he speaks of Elwell as being the fastest man on the coast. I will only state that the San Francisco's "flyer" is W. G. Davis, and that on a trial to see if he had actually beaten their man in a race meet a week or so before, he settled the question by leaving him further behind than he did at the games. This same S. F. flyer is now the holder of 4 or 5 championship medals, all of which comprise some 40 per cent. of the championships, which have been contested on the coast. At the last Division Meet he captured the 1-2 and 1-mile championships and holds the records for 1-2, 1 and 5 mile."

He then speaks of our man, Larzelere, not being able a year ago to beat Elwell, but fails to state that Larzelere took two headers on the track at Santa Cruz.

"1874" spent 2h. 15m. in going over the course to Centreville, and would be willing to bet that there are not 7 men in the S. F.s who could keep up with him. On Sunday, May 20, I took one of our new men, who had only been on a wheel some 1 1-2 months, over that course in 1h. 42m., and did not wear him out either.

Asking you to please let me have this space in your columns, both in justice to myself and club, I am, yours truly,

C. Union Brewster, 15,377.

MORE ABOUT THE GREAT PATENT SUITS.

In our issue of June 1st we printed a communication from Gormully & Jeffery Mfg. Co. on the Duryea patent suits. In that communication they refer to certain clippings; we now are in possession of those clippings, and we are requested by the Gormully & Jeffery Mfg. Co. to print same, as these clippings are necessary to make that communication in June 1 issue perfectly clear.

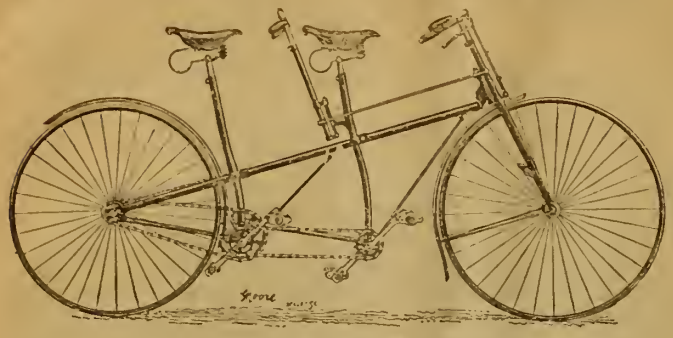
"Coburn and Thatcher, representing the Pope Manufacturing Company in a suit of infringement of patent brought by the Gormully & Jeffery Manufacturing Company, propose to test the law enacted by the last Congress to reduce the business of United States Courts in large cities. They made a special appearance in the case yesterday for the purpose of appearing Monday to argue a motion to dismiss the case for want of jurisdiction on the part of the United States Court for this district. The point at issue will be, 'What constitutes service on a foreign corporation?' The old statute provided: 'And no courts against any person on any original process or proceeding in any other district than that whereof he is an inhabitant or in which he shall be found at the time of serving such process or commencing such proceedings.' The statute is the same as the old one except that the clause commencing 'or in which he shall be found' is omitted. In the case of a resident of Illinois against the East St. Louis Dressed Beef Company, some years ago, Judge Drummond held that while the defendant was a resident of the State of Missouri service could be had on it in the Southern District of Illinois because it had crossed the river and opened an office and place of business at East St. Louis, Ill., or in other words that it had been 'found' in this State. The rulings of Judge Drummond's became the accepted law of the country, and the result has been that corporations which had agencies or offices at the great commercial centres have been sued there instead of at the place of residence. Mr. Coburn said: 'There are marble companies way down in Maine, for example, that have their agents here, and it has been the custom to get service on them through their agents. This sort of practice has crowded the Chicago Courts with cases which should be in the subordinate districts. The point has not been raised here, but I understand it has been in New York, and that Judge Wallace held it good. If it prevails here it will greatly relieve the Chicago courts, because of the defendants on record there are institutions located in the out-districts of the other States.'"—*Chicago Tribune.*

"The question of the jurisdiction of the United States Circuit Court in patent cases, as modified by the act of Congress passed in March, 1877, was decided by Judge Blodgett, in the case of Gormully & Jeffery Manufacturing Company vs. the Pope Manufacturing Company, which will materially change the practice as to the location where suits can be brought to recover for the infringement of letters patent. The statute in force prior to March, 1887, regulating the jurisdiction of the United States courts, gave the courts jurisdiction in civil suits brought against any person in the district whereof he was an inhabitant, or in which he was found at the time of commencing such suit. It has been held by the various courts that a foreign corporation doing business by an agent at the place where it was sued, was found at that place, and the court would take jurisdiction of all such cases under the latter clause of this statute. Corporations incorporated under the laws of other States could be sued for the infringement of patents in the United States Circuit Court here, if they were doing business here through an agent or otherwise, because it was held that they were found here.

The statute of March 3, 1887, omitted the clause, 'or in which he shall be found" and the Court dismissed the bill in the above entitled cause for the want of jurisdiction, on motion of the defendant's solicitors, because the bill declared that the defendant corporation was incorporated under the laws of the State of Connecticut, and although it was doing business here, it was not an inhabitant of the Northern District of Illinois, and the court, under the present statute, does not have jurisdiction by reason of the fact that a corporation or citizen of another State may be found in this district.

There is a provision in the statute of March 3, 1887, giving the United States Court jurisdiction in actions brought where either the plaintiff or defendant resides in cases where the jurisdiction is founded only on the fact that the action is between citizens of different States. This, the Court held, does not apply to actions brought under the patent laws, or when the jurisdiction is not founded solely on the fact that the parties are citizens of different States. Messrs. Coburn and Thatcher supported the motion, and Offield and Towle opposed it."—*Inter-Ocean.*

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE IVEL TANDEM SAFETY.

An invitation from Wm. Read & Son to come down and see the first Ivel tandem safety to appear in this country caused us to at once repair to No. 107 Washington St. "It is the first in, and we are going to ship to-night," said Mr. Atwell. Seeing that it was the first safety tandem we had seen we naturally were much interested. It is claimed that it steers better than a single safety, and can be easily mounted and dismounted. Both riders steer, and it can be ridden by one rider alone in its double form. It is also made convertible in a few minutes into an ordinary "Ivel" safety, extra being charged for joints, etc.; and by the addition of their patent wheels and axle can be converted into an "Ivel" tricycle, and also an "Ivel" tandem for additional cost, thus giving four machines for the sum of about $500.00.



THE SPECIAL SPARKBROOK.

The above machine made from designs by and specially for Mr. L. H. Johnson, of Orange, N. J., is one that is fast growing into popularity. Until recently the Special Sparkbrook has had but a comparatively local reputation, but so excellent have been found the qualities of this machine that now the demand for it and the sale all over the country have largely increased. The machine is a specially light one, a 50-inch, with "all on," weighing only 38lb. Judging from the testimonials we have seen, and the specification we give below, we can safely say that the Special Sparkbrook has established itself among the high grade light roadsters, and will from this on have a steadily increasing demand.

Backbone is of finest weldless steel tube, 1 1-2 inches in diameter, (much larger than represented by the cut above) of round section.

Front Forks are also of best weldless steel tube, with rounded edges, width at upper end and middle, one and eleven-sixteenths inches, lower end one and one-eight inches.

Rear Forks are of semi-tubular pattern, of broad and deep section and are of a superior quality of steel.

Rims are hollow, of the celebrated Warwick make, of deep section and closely rolled edges.

Spokes, 72 to front and 24 to rear wheel, are of special steel wire of unsurpassed toughness. Each spoke is headed under the hub-flange, which is also of steel, passes *straight through*, and drawing at a true tangent to the periphery of the hub, screws into a neat nipple in the rim. Each spoke crosses eight others, and is wired and brazed twice, making a wheel so rigid as to be practically solid. There is no *transverse bend* to spokes.

Bearings are the famous Bown's Æolus Single Ball to both wheels and pedals.

Steering Head is of Ball-Bearing pattern, having a circle of adjustable steel balls at both upper and lower centres.

Handle-bar is of weldless steel tapered tubing, and is firmly brazed through a steel lug which encircles the head. This lug fits accurately on a tapered hexagon and is securely fastened by the upper centre lock-nut screwing down upon it. To remove the handle-bar, all that is necessary is to unscrew the lock-nut, a slight tap loosening the lug and bar.

Handles are of black Buffalo horn, which cannot be broken by falls, and are of the "T" shape, large and comfortable.

Tires are of pure Para rubber of great elasticity, 7-8 front and 3-4 back wheel.

Cranks are detachable, firmly secured with a round tapered key of the hardest steel and a lock-nut, and are of 5 to 6 inches throw.

Pedals, Bown and square rubber.

Step is adjustable and detachable.

Saddle is the well-known Anglo-American, invented by an American cycler and manufactured for us by Lamplugh & Brown. We will furnish any other saddle the purchaser may desire, in exchange, if dissatisfied after a week's trial.

Finish, usual standard, nickel and enamel.

Weight of a 50-inch, complete with saddle and pedals, 38 lbs.

Warrant. Mr. Johnson warrants The Special Sparkbrook to be free from imperfections in material or manufacture, and will replace, without expense, any article containing defects not caused by use, misuse or neglect.

Price for 48-inch, $122.50; for 58-inch, $135.00.

Ned Oliver will be in Baltimore to represent his firm, Gormully & Jeffery Mfg. Co.

Wm. Read & Sons have placed a second order for the New Mail, the first lot having been disposed of, although the original order was supposed to be enough to supply the demand for the whole season. This speaks volumes for the popularity of the New Mail.

We were favored with a call from Mr. T. F. Ryan, of the St. Nicholas Mfg. Co. of Chicago, last week. He reports business rushing for his firm, their high grade machine, the "National," selling fast. The boy's rear-driving safety, the Electric, is also proving very popular, this machine now being made in two sizes, 20 and 24 inch wheels.

Mr. Perkins, the representative of Holmes & Co., will be found at his quarters at the Carrollton after Friday, the 15th, till the end of the meet, and will be pleased to see all wheelmen and show them his line of knit goods. By all means call on Mr. Perkins, and also refer to Holmes & Co.'s advertisement.

G. M. Worden, the Boston bicyclist, who participated in the hill-climbing contest at Portland last week, climbed Nason's Hill Wednesday, at Biddeford, one of the steepest and roughest hills in that part of the State. The grade is one foot in seven, and the hill is 630 feet long. It had never before been ascended by a bicycle, and only once descended. Worden rode a Springfield Roadster.

Tuesday, May 29, Mr. A. M. Hill in a practice trial broke the Southern five-mile record (16.48) and rode the distance in 16.19 1-2. To-day he will make the attempt to repeat his performance before the proper officers so as to secure a properly constituted record. Mr. Hill rides a 53-inch Columbia Light Roadster.

The finest lot of cycling shirts ever seen together was shown a World correspondent at Howard A. Smith & Co.'s Newark store a few days ago. They comprise all colors imaginable, and can be had in any size or style. What is of more real interest to cycledom is the fact that the firm has made an arrangement by which they can furnish these superior goods at a price far below any other house in the trade. In the matter of sundries, Mr. Smith says that the advertisements in the Bicycling World have doubled his sales since May 20. The firm has just put in a line of stockings which are well worth inspection.

To L. A. W. Members.

IMPORTANT ANNOUNCEMENT.

A Tandem Tricycle, - - - -] Dollar.
A Splendid Tricycle, - - - -] Dollar.
A Modern Bicycle, - - - -] Dollar.
A Safety Bicycle, - - - -] Dollar.

Or 11 Machines for 10 Dollars.

In order to make the June meet in Baltimore, the most enjoyable and successful in the history of the League, and to raise a fund for the proper entertainment of those who attend, the Finance Committee of the Maryland Division, cordially invites all who feel inclined to do so to subscribe to this fund in *any sum* from $1.00 to $100.00.

While feeling assured that the pleasure of aiding financially in entertaining their brethren of the League will be sufficient compensation for many who will subscribe, still the Finance Committee propose to

REWARD THE LIBERALITY OF SUBSCRIBERS

by offering the following list of prizes to those who contribute to the fund:

1st Prize	No. 15 Quadrant Tandem, value,	$250.00
2d "	No. 15 " " "	250.00
3d "	No. 14 Ladies' Quadrant Tricycle, val.	175.00
4th "	No. 8 Quadrant Tricycle,	175.00
5th "	New Rapid Safety Bicycle,	135.00
6th "	New Rapid Roadster Bicycle,	135.00
7th "	New Rapid Safety Bicycle,	135.00
8th Prize	New Rapid Lt. Roadster Bicycle, val.	135.00
9th "	New Rapid Safety Bicycle, value,	135.00
10th "	New Rapid Roadster Bicycle, "	135.00
11th "	New Rapid Safety Bicycle, "	135.00
12th "	New Rapid Lt. Roadster Bicycle, val.	135.00
		$1930.00

Winners of Roadster or Light Roadster Bicycles will be supplied with machines of suitable size, and exchanges of style allowed.

PLAN.

For every dollar subscribed the subscriber receives a numbered receipt, and becomes entitled to as many chances as he holds receipts. Thus, those who subscribe one dollar to the fund, stand a chance of securing one of the above-mentioned cycles. Those who subscribe five dollars stand an equal chance of securing five machines and a proportionate better chance of securing one machine.

Those who subscribe ten dollars will be given an extra number, hence will stand a chance of securing eleven machines, or eleven chances of securing one machine.

Should the subscriptions exceed the amount sought to be raised, the committee will add other machines, and as the sole object is to raise funds for the entertainment of the L. A. W. members at the June meet, should the subscriptions not prove adequate, one or more prizes will be withdrawn; but in no event will the value of prizes be less than two-thirds of the total amount of subscriptions.

It is designed that the prizes should be awarded during the meet in Baltimore, and the drawing will take place in the presence of any one who chooses to witness it, and will be conducted by prominent L. A. W. officials in the manner customary to secure fairness. The winning numbers will be published in the cycling papers immediately after the drawing.

Hot Cakes? Well!!! This don't begin to express the way the Boys are sending in their money, Over $1000 in ten days. They all want to help entertain their fellow L. A. W. members, and beside they want to get one of the above mentioned machines for ONE DOLLAR.

Remittances should be made by P. O. money order, registered letter, or New York draft, with name and address plainly written, to

F. W. POPE,
Chairman Entertainment Fund Committee.
P. O. Box 607,
Baltimore, Md.

Under the auspices of the
FINANCE COMMITTEE L. A. W.,
Wm. H. Beatty,
Chairman.



ABBOT BASSETT, Secretary-Editor.

Missouri Appointment.

I have appointed Mr. J. H. Kelly Local Consul for Sedalia and vicinity. Yours truly,

W. M. BREWSTER, C. C.

D. C. Appointment,

I am in receipt of the resignation of Representative Wallace Crossman, who is about to leave the city. I take great pleasure in appointing Mr. Edward A. Demaray of this city as his successor.

Fraternally,

GEO. S. ATWATER, Chief Consul.

Washington, D. C., June 9, 1888.

Attention Indiana Wheelmen!

The Fifth Annual Tour of the Indiana Division, L. A. W., will begin at Indianapolis, July 8th, at 9 A. M., running through Morristown, Rushville, Connersville, Brookville, Harrison, to Cincinnati, arriving at the latter city on July 10th, at 1 P. M., stop over at Cincinnati, July 11th, till 5 P. M., when boat will convey the party to Maysville, Ky., where the tour will be continued awheel through Blue Lick Springs, Paris to Lexington.

On this pike a "test run" will be held for such members of the party as wish to participate in same. A memorial medal will be presented to each rider who makes the entire distance within a specified time. The limit of time will be suited to "medium fast" road riders, and will be made known before the start. The time made by each competitor coming within the limit, will be engraved on the respective medals.

From Lexington, the route lies through Nicholasville and Pleasant Hill, (a Quaker settlement). An entire day will be spent in this vicinity, as there are many interesting points to be visited, such as High Bridge, Camp Nelson, etc. Thence to Danville, Lebanon, Raywick, and New Hope; at the latter point, a short stop will be made at the "Gethsemane Abbey," the only institution of its kind in America. From New Hope the journey continues to Bardstown and Louisville, ending at the latter city on July 15th at 2 P. M. The stop of one and one-half days at Cincinnati, will give the tourists ample time to view the great "Centennial Exposition," as well as the many other interesting sights with which the Queen city abounds.

Wheelmen who are not L. A. W. members, are at all times welcome to join us, but, "*only L. A. W.*" members will be entitled to any rebate at hotels, etc.

It is expected that the entire expense to each member of the party can be limited to $20.00.

Those who intend taking part in this tour, are requested to send their names to the Chief Consul "*no later*" than June 27th. Applications received later than this date "*cannot*" be guaranteed accommodations at hotels, etc.

No other than "'cycle" costume should be worn during the tour. "*Be sure*" to bring your L. A. W. membership ticket with you.

Circulars giving further particulars will be mailed on application to

J. FRED. PROBST,

Chief Consul, Indiana Division, L. A. W.

Terre Haute, June 4th, 1888.

Officer's Proxies.

Those who hold proxies for use at the meeting of the Board of Officers at Baltimore should hand them to me as early as it is possible for them to. It is very probable that, following a precedent established at former meetings, the President will appoint a committee on credentials before the day of the meeting, and this committee can do much of its work before the hour of assembling if I can place the proxies with them on the day preceding or the early morning of the 18th.

ABBOT BASSETT, Secretary-Editor.

Club Proxies at Baltimore.

Those who hold club proxies at Baltimore will expedicte affairs by sending them to me as soon after their arrival in the city as is possible. They may be addressed to me and left at League headquarters at the Carrollton, or at the clerk's desk, same hotel. Don't wait for the opening of the Convention before handing in proxies.

ABBOT BASSETT, Secretary-Editor.

Maryland Appointment.

Mr. L. P. Smith is hereby appointed Local Consul at Hyattsville, Md.

A. E. MEALY, C. C. Maryland Division.

To the Maryland Division.

All members of the Division are requested to report at the Carrollton Hotel, Baltimore, which will be League Headquarters, on Sunday, June 17, and there register, and receive the necessary credentials admitting them to the different entertainments during the Meet. No tickets or badges will be given out except on presentation of League tickets, and under no circumstances will tickets for the excursion be distributed at the wharf. Report as early as possible, so as not to interfere with the guests who will arrive on that day.

Parade.

Captains of the various clubs throughout the State will report at the Chief Marshal's office, Northwest corner North and Charles street avenue, promptly on Tuesday, June 19, at 8.30 A. M. Until the position is assigned this division in the regular line of parade, it will form on the south side of North avenue, resting on Guilford avenue, in the following order: Maryland Bicycle Club, Baltimore Cycle Club, Rambler Cycle Club, Hagerstown Bicycle Club, Cycling Ramblers of Westminster, Centaur Cycle Club of Baltimore, Patapsco Wheelmen of Ellicott City, Chesapeake Cycle Club of Baltimore, and Linden Bicycle Club of Baltimore. The unattached members of the Maryland Division will report on the south side of North avenue, between St. Paul and Charles streets. It is very necessary that all clubs and unattached members be on the grounds promptly at the above hour, with full ranks, and uniforms in presentable condition. No member will be allowed in position in line unless in full bicycle uniform. Fraternally,

A. E. MEALY, C. C. Md. Div.

League Tour.

The tendency towards independent and club tours to the League Meet in Baltimore has influenced me to believe it practicable to annul all arrangements incident to the Annual League Tour of 1888 and inaugurate a more protracted annual tour later in the season.

W. S. BOMBERGER, Tourmaster.

Illinois Official Matters.

Committees for Fifth Annual Meet will be arranged as follows:

General Committee.

Chas. Hansel, chairman; T. F. Sheridan, G. N. Krieder, M. D., W. S. Reed; E. S. Bennes, A. E. Prince, M. D., A. A. Billingsley. This committee will have full charge of all matters tending to the management of the Meet.

Finance Committee.

E. S. Bennes, chairman; S. M. Clarke, T. Condell, A. W. Wallace, Lewis Sinther, Samuel Willett.

Reception and Printing Committee.

T. F. Sheridan, chairman; L. H. Miner, Dr. A. E. Prince, A. S. Sherwood, S. M. Clarke, A. A. Billingsley, J. P. Fogarty, E. Roberts, W. S. Reed, Wm. Henkle, L. Sinther. Any information regarding the Meet can be had of the chairman of this committee.

Entertainment Committee.

Dr. G. N. Krieder, chairman; A. W. Beaton, Chas. Hansel, L. H. Miner, H. G. Ridgley, J. F. Cadwallader.

Tours and Runs Committees.

W. S. Reed, chairman; W. B. Mallett, Henry Smith, A. W. Beaton, A. T. Westlake, Chas. McConnell.

Transportation.

Dr. A. E. Prince, chairman; E. Stanton, W. H. Mallett, Chas. Hansel, Springfield; B. B. Ayres, Chicago. Address B. B. Ayres, 112 Clark street, Chicago, for information regarding route, rates, etc.

Parades.

It shall be the duty of the resident members of this committee to confer with the citizen's committee, and to arrange as to the position in the parade which the wheelmen will take, when it will start, what the route will be, etc., etc.

To arrange with the members without the city, upon their arrival, as to the general plan of our part of the parade, including fancy movements, (if advisable) signals, buglers, etc., etc. And to obtain for the wheelmen the freedom of the city for the 3d, 4th and 5th of July.

Parade Committee.

A. A. Billingsley, chairman, Springfield; N. H. Van Sicklen, marshall, Chicago; B. B. Ayres, aid, Chicago; W. A. Davis, aid, Chicago; A. A. Taylor, aid, Chicago; R. B. White, aid; Quincy; O. W. Moore, aid, Monticello; C. F. Vail, aid, Peoria; S. M. Clark and W. Birt, aids, Springfield; Edwin Oliver, bugler, Chicago.

N. H. VAN SICKLEN, Chief Consul.

Chicago, June 6, 1888.

Notice to Iowa Division.

The resignation of Mr. O. A. Ward our Vice-Consul having been received is hereby accepted, and Mr. C. W. Dibble, of Osceola, appointed to this office until the next general election.

The following is a list of Consuls and hotels for this year:

Cambridge, No. 2. H. N. Silliman.
Cedar Falls, No. 3. Will H. Merner, Commercial Hotel, regular rate $2.00, L. A. W., $1.50.
Cedar Rapids, No. 4, A. H. Waite.
Centreville, No. 5. J. A. Campbell.
Clinton, No. 6. J. R. Koetter, Revere House, regular rate, $2.00.
Council Bluffs, No. 7. F. Cook.
Creston, No. 8. E. D. Arnold, Summit House, $2.00.
Davenport, No. 9. L. Haussen, Jr.
Des Moines, No. 10. W. Seymour.
Dunlap, No. 11. L. A. Sherman.
Fairfield, No. 12. B. S. McElhinny.
Fort Madison, No. 13. Albert Doerr.
Fort Dodge, No. 14. F. A. Kenyon, Hotel Duncombe, $2.00.
Grinnell, No. 15. O. F. Emerson, Chapin House.
Hampton, No. 16. J. S. Raymond.
Humboldt, No. 17. H. H. Perkins, Russell House, regular rate $2.00, L. A. W., $1.50.
Indianola, No. 18. F. Schooley. Madison House regular rate $2.00, L. A. W., $1.50.
Iowa Falls, No. 19. L. E. Jones, Jones Hotel, regular rate $2.00, L. A. W., $1.50.
Jefferson, No. 20. W. M. Ferguson.
Le Mars, No. 21. C. L. Von Berg, Jr., Union Hotel
McGregor, No. 22. L. C. Schultz.
Mt. Ayr, No. 23. D. L. MConaughy, Ellis House, regular rate $2.00, L. A. W., $1.50.
Mt. Pleasant, No. 24. W. Bartlett, Harlan House, regular rate $2.00, L. A. W., $1.50.
Muscatine, No. 25, Ad. Reuling.
Osceola, No. 26. C. W. Dibble, Howes Hotel, regular rate $2.00, L. A. W., $1.50.
Ottumwa, No. 27. Thos. Pallister.
Prairie City, No. 28. H. C. Ward, Central House, regular rate, $1.50, L. A. W.
Sioux City, No. 29. F. A. Luce.
Summitsville, No. 30. J. F. Fry.
Winterset, No. 31. C. D. Howell.
Williamsburg, No. 32. H. E. Hull, Commercial Hotel.
Webster City, No. 33. G. W. Teed, Willson Hotel, regular rate, $2.00, L. A. W., $1.50.
Washington, No. 34. C. R. Daugherty, Bryson House.
Dubuque, No. 35. F. B. Eckert.

Standing Committees. Racing—J. A. Pallister, chairman, Ottumwa; T. O. Farwell, Dubuque; L. A. Sherman, Dunlap.

Rights and Privileges—Alfred Grundy, chairman, Cedar Falls; W. H. Knowles, Humboldt; R. M. Bixby, Council Bluffs.

Committee on New Constitution and By-Laws, to report at next meeting—J. F. Rall, chairman, Cedar Rapids; H. B. Cropper, Cedar Falls; L. E. Jones, Iowa Falls.

The Fall Meet of this Division will be in Grinnell some time in July, the two days preceding the tour, dates to be announced later.

Fraternally,

ROBT. L. THOMPSON, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 143—Total 120—10,118.

BOSTON, June 15th, 1888.

CALIFORNIA DIVISION—2—345.

Unattached.

19352 Magee, Chester L., 1169 6th st., San Diego
19309 Harrigan, J. J., Station D., San Francisco

CONNECTICUT DIVISION—2—419.

Rambling Wheelmen.

19353 Reed, Chas. A., 292 Stratford ave., Bridgeport

Unattached.

19258 Davis, Wm. J., 71 Elm st., Hartford

DELAWARE DIVISION—1—41.

Unattached.

19288 Wendell, Chas. A., 911 Hazlett st., Wilmington

DISTRICT OF COLUMBIA DIVISION—3—108.

Washington Cycle.

19289 Britton, Martin, 815 15th st., N. W. Washington

Unattached.

19361 Fussell, Frank, 1425 N. Y. ave., "
19366 Shuster, Edward Henry, U. S. Geological Survey, Washington

ILLINOIS DIVISION—7—588.

Canton Bi. Club.

19292 Ross, J. W., Canton

Jacksonville Wheelmen.

19354 Woods, Irving, Jacksonville

Unattached.

19371 Sackett, Mark W., Leland Hotel, Chicago
19367 Hansel, Chas., Springfield
19368 Kreider, Dr. Geo. N., "
19369 Robinson, Chas. H., 112 No. 5th st., "
19370 Williams, Albert H., cor. 2d and Wash., "

IOWA DIVISION—2—126.

Dubuque Wheelmen.

19335 Pierson, Fred J., 792 Main st., Dubuque

Unattached.

19310 Ross, Grant, Mt. Ayr

KANSAS DIVISION—3—128.

Leavenworth Co. Wheelmen.

19355 Seckler, John, Jr., Leavenworth

Topeka Wheelmen.

19336 Mulvane, Austin, 713 Kansas ave., Topeka

Unattached.

19356 Williams, E. L., McPherson

KENTUCKY DIVISION—1—74.

Unattached.

19311 Ferguson, L. B., Box 73, Louisa

MAINE DIVISION—1—114.

Unattached.

19293 Jackson, W. B., Deering

MARYLAND DIVISION—16—393.

Centaur Cycle Club.

19276 Pillings, J. H., N. W. cor. Exeter and Grandby, Baltimore
19277 Wagner, Fred H., S. E. cor. Madison and Eden, Baltimore

Cycling Ramblers.

19312 Reese, Wm. D., Westminster

Hagerstown Bi. Club.

19331 Roach, Lewis B., Hagerstown

Rambler, Cycle Club.

19313 Smith, Howard A., 1103 Mosher st., Baltimore

Washington Cycle Club.

19290 Conley, Wm. L., Tennallytown
19291 Willard, E. K., "

Unattached.

19346 Berry, J. H., 40 Sharp st., Baltimore
19278 *Eisenbrandt, Mrs. Chas. R.*, 2204 McCulloh st., Baltimore
19347 Favre, Auguste, Pres. Office, B. & O. R. R. Co., Baltimore
19357 Keeler, Geo. T., 1906 Park ave., "
19294 Kendall, Wm., 222 Light st., "
19337 Kelso, J. Russell, 21 S. Howard st., "
19348 *Mealy, Mrs. A. E.*, 517 Arlington ave., "
19314 Stow, Howard I., 530 N. Calhoun st., "
19349 *Worthington, Mrs. Annie F.*, 817 No. Carey st., Baltimore

MASSACHUSETTS DIVISION—18—1115.

Hyde Park Ramblers.

19315 Allen, Ernest A., Box 103, Norwood
19321 Avery, Albert E, Box 1201, Hyde Park
19318 Bass, Arthur C., "
19319 Barnes, J. L., Box 925, "
19316 Frost, Edward, Box 879, "
19320 Hussey, Peter M., Box 449, "
19317 Oakes, Wm., "

Jamaica Cycle Club.

19358 Shaw, Bert M., 27 Seaverns ave., Jamaica Plain

Rovers Cycle Club.

19376 Armington, A. G., 24 Abuurn st., Charlestown
19377 Libby, F. W.

Unattached.

19350 Berry, C. F., 39 Court st., Boston
19295 Merrill, Clifton S., 48 Chauncy st., "
19359 Ivie, Charles William, Easthampton
19334 Hodgman, F. S., Highlandville
19323 Russell, Wm. H., 273 Ocean st., Lynn
19322 Perkins, Chas. A., Medford
19364 Crocker, Daniel, Somerville
19365 Massey, Wm., 332 Washington st., Taunton

MICHIGAN DIVISION—18—253.

East Saginaw Bi. Club.

19338 Gardner, Chas. E., 939 N. 5th st., E. Saginaw

Flint Wheelmen.

19274 Kellerman, B. E., 1106 S. Saginaw st., Flint

Port Huron Wheelmen.

19259 Ballentine, D. L., Port Huron
19260 Boyce, Chas. E., "
19261 Dixon, Albert, "
19262 Dixon, Fred J., "
19263 Dixon, Harvey A., "
19264 Dodge, Chas. K., "
19265 Ernst, Geo. L., "
19266 Hayman, Wm., H., "
19267 Hoyt, H. Benj., "
19268 Jenks, Wm. L., "
19269 Nelson, Jas. B., "
19270 Patterson, Jesse D., "
19271 Smith, Jos. W., "
19272 Stevenson, Jos. L., "
19273 Wood, Sheldon A., "

Unattached.

19275 Gillespie, James H., Hancock

MISSOURI DIVISION—4—309.

Mo. Bi. Club.

19372 Vickers, Chas. E., 2642 Olive st., St. Louis

St. Louis Cycle Club.

19339 Tyler, B. W., care of Cont'l Bank, St. Louis

Unattached.

19340 Dillon, A. R., St. Louis & San Fran. Ry. Co., St. Louis
19324 Yule, Wm., 3016 Lucas ave., "

NEW JERSEY DIVISION—6—652.

Oritani Bi. Club.

19279 Hastings, Theodore K., Hackensack

Y. M. C. A. Club.

19297 Allen, Wm. M., 51 Steuben st., E. Orange
19296 Hawley, Dr. S. S., 610 Orange st., Newark

Unattached.

19280 Miller, Herbert B., E. Orange
19281 Penrose, Wm., 27 Halleck st., Newark
19360 Leigh, W. Conness, Princeton

NEW YORK DIVISION—18—2153.

Auburn Cycle Club.

19343 Chedell, Clarence U., 73 Genesee st., Auburn
19344 Kimberly, G. Fred., 7 Franklin st., "

Brooklyn Ladies Tricycle Club.

19326 *Dunn, Mrs. M. E.*, 415 Quincy st., Brooklyn

Buffalo Ramblers.

19298 Armbruster, Chas. H., 340 Seneca st., Buffalo
19299 Kempke, Geo. C., 223 Bryant st., "

Long Island Wheelmen.

19342 Carter, Henry, 44 Putnam ave., Brooklyn
19341 Parker, Henry F., 568 Bedford ave., "

Wappingers Wheel Club.

19325 Hargreaves, Chas. L., Wappingers Falls

Unattached.

19284 Haven, Wm. A., 254 Lafayette ave., Brooklyn
19300 Plant, Henry D., 80 Downing st., "
19282 Boag, John R., Box 327, Buffalo
19351 Drane, Chas. W., Cherry Valley
19301 Randall, Geo. H., Elmira
19327 Huckans, Chas. A., Box 910, Gloversville
19373 Peabody, A., 559 Lorimer st., Greenpoint, L. I.
19283 Brandt, Louis, 264 W. 126 st., New York City
19285 Rollins, Frank S., 170 W. 59th st., "
19302 Schuyler, C. B., Painted Post

OHIO DIVISION—3—794.

Fountain City Bi. Club.

19328 Patterson, M. M., Bryan

Quaker City Wheel.

19303 Goshen, James W., 21 W. High st., Salem

Unattached.

19362 Wyatt, Ed., Eaton

PENNSYLVANIA DIVISION—9—1288.

Du Bois Wheel Club.

19329 Davidson, E. E., Du Bois

Honesdale Bi. Club.

19330 Spencer, Fred. M., Honesdale

Mountain Wheel Club.

19345 Henderson, W. B., M. D., Philipsburg

Unattached.

19305 Henple, O. C., 25 Linden st., Allegheny
19308 Welch, Warren L., 216 E. Cheltan ave., Germantown
19304 Beam, Geo. R., Oakland
19306 Henshall, Jno. E., 1205 Shackamaxon st., Philadelphia
19286 House, H. C., care of S. H. Thompson, Hazlewood, Pittsburg
19307 Justice, Wm. M., Room 21 Jackson Building, Pittsburg

RHODE ISLAND DIVISION—5—216.

Unattached.

19287 Peckham, Archibald M., Newport
19375 Marcroft, Samuel D., 39 Elm st., Pawtucket
19332 Scott, W. A. Montague, 154 Clifford st., Providence
19333 Smith, F. S., 183 No. Main st., "
19374 Godfrey, Chas. E., 55 Broadway, "

WEST VIRGINIA DIVISION—1—29.

Unattached.

19363 Nelly, Edward, Parkersburg

Don't wait for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.

THE CYCLIST, the leading paper of England, s ai well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

MANUFACTURED BY THE

Jersey Fitting Underwear Co.

17 Kingston St., Boston Mass.

THE W. C. B. JOCK STRAP.

This article is made especially for bicycle riders and gymnasts, and perfectly adapted for their use, being cool, light, elastic and very strong.

It prevents an ungraceful appearance when the wearer is dressed in tights, or in close-fitting pants.

It does not bind or cramp the person at any point, and can be worn all the time with comfort; in fact, the wearer does not feel it.

It can be washed when necessary without becoming stiff and harsh.

The net is made of pure silk, and is properly shaped to hold the parts in a comfortable position close to the body.

All the straps are elastic; no buckles are used; it may be worn next the skin.

PRICE, BY MAIL, 85 CENTS.

Manufactured by

W. C. BOAK,

Genesee Co., - - *Le Roy, N. Y.*

☞ Discount to the trade. Mention this paper.

Hill Climbing Extraordinary.

The "STAR" still holds records, and again sustains its reputation as the best and speediest Hill Climber ever made.

LOOK * AT * THIS.

Eagle Rock Hill, Newark, N. J., climbed 6 times without dismounting; Fords Hill, Philadelphia, Pa., climbed 14 times without dismounting.

The above are the records made by Mr. John A. Wells of Philadelphia, Pa., on an ordinary 45-inch Special Pony Star.

WELLS ON TOP.

He Ascends Ford Hill Fourteen Times, Breaking All Previous Records.

When Cycler Shurman, of Boston, came over here and ascended Ford Hill seven times in an hour, thereby breaking John A. Wells' record, he thought he was doing something big. And so he was. But if he supposed that Philadelphia's crack hill climber was going to permit an outsider to wrest away his laurels he was mistaken. With W. W. Johnson as timer and E. A. Richwine, F. M. Johnson, H. L. Hall, F. E. Bechtold and Park Guards Bene and Thy as witnesses, Wells yesterday essayed to again break the record, and he easily succeeded. He made the first nine mounts in 57 minutes, and then kept on until he had made the ascent fourteen times, consuming 1 hour, 49 minutes, 30 seconds. The first trip was made in 6 minutes; the second, third, fourth and fifth were done in 6 1-2 minutes each, the sixth in 6 minutes; the seventh, eighth and ninth in 6 1-2 minutes. He then took things easily, the tenth, eleventh, twelfth and thirteenth trips occupying 9 minutes each. The last run was made in 11 1-2 minutes. The Park guards deny that they prevented Mr. Shurman from mounting the hill because of darkness. On the contrary they encouraged him all they could.—*The North American.*

John A. Wells climbed Eagle Rock hill, at Orange, six times without a dismount on Thursday in 90 3-4 minutes. His first three trips were made in less than Shurman's ascents, and he also made the full distance of a mile on each trip, while Shurman climbed only some 4,600 yards.—*The Times.*

at hotels, etc.

No other than "cycle" costume should be worn during the tour. "*Be sure*" to bring your L. A. W. membership ticket with you.

Circulars giving further particulars will be mailed on application to

J. Fred. Pronst,
Chief Consul, Indiana Division, L. A. W.
Terre Haute, June 4th, 1888.

Officer's Proxies.

Those who hold proxies for use at the meeting of the Board of Officers at Baltimore should hand them to me as early as it is possible for them to. It is very probable that, following a precedent established at former meetings, the President will appoint a committee on credentials before the day of the meeting, and this committee can do much of its work before the hour of assembling if I can place the proxies with them on the day preceding or the early morning of the 18th.

Abbot Bassett, Secretary-Editor.

Club Proxies at Baltimore.

Those who hold club proxies at Baltimore will expedicte affairs by sending them to me as soon after their arrival in the city as is possible. They may be addressed to me and left at League headquarters at the Carrollton, or at the clerk's desk, same hotel. Don't wai' for t e opening of the Convention before handing in proxies.

Abbot Bassett, Secretary-Editor.

Dr. G. N. Krieder, chairman; A. W. Beaton, Chas. Hansel, L. H. Miner, H. G. Ridgley, J. F. Cadwallader.

Tours and Runs Committees.

W. S. Reed, chairman; W. B. Mallett, Henry Smith, A. W. Beaton, A. T. Westlake, Chas. McConnell.

Transportation.

Dr. A. E. Prince, chairman; E. Stanton, W. B. Mallett, Chas. Hansel, Springfield; B. B. Ayres, Chicago. Address B. B. Ayres, 112 Clark street, Chicago, for information regarding route, rates, etc.

Parades.

It shall be the duty of the resident members of this committee to confer with the citizen's committee, and to arrange as to the position in the parade which the wheelmen will take, when it will start, what the route will be, etc., etc.

To arrange with the members without the city, upon their arrival, as to the general plan of our part of the parade, including fancy movements, (if advisable) signals, buglers, etc., etc. And to obtain for the wheelmen the freedom of the city for the 3d, 4th and 5th of July.

Parade Committee.

A. A. Billingsley, chairman, Springfield; N. H. Van Sicklen, marshall, Chicago; B. B. Ayres, aid, Chicago; W. A. Davis, aid, Chicago; A. A. Taylor, aid, Chicago; R. B. White, aid; Quincy; O. W. Moore, aid, Monticello; C. F. Vail, aid, Peoria; S. M.

ST HILL CLIMBERS.

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MUST BE SOLD this spring, our entire line of shop-worn and second-hand bicycles, tricycles, safeties and tandems, Columbias, Rudges, Victors, Royal Mails, Harvards, Yales, etc., many as good as new; large assortment; every machine sound, no wrecks; we are selling at less than actual cost; send for price list. W. B. EVERETT & CO., 6 and 8 Berkeley st., Odd Fellows' Building.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

RUBBER Stamps of your name, address, club number and L. A. W. design, 75c. P. P. Gem Linen Marker, with indelible ink pad, name, 15c.; address, 25c.; nickel plated knife stamp, 40c.; midget name and address, 40c. Agents wanted. Cat. free. GEO. E. CARPENTER, Binghamton, N. Y.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

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The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere. Ǝɹƚƃƃɹƚ

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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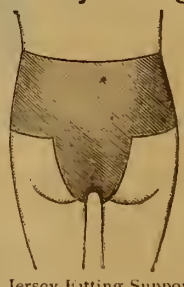
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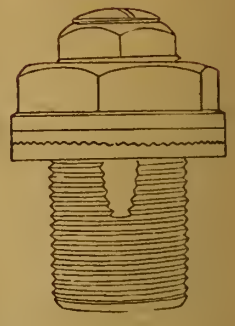
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BOSTON, 22 JUNE, 1888.

Volume XVII.
Number 8.



LIST NO. 21.

Second-Hand Bicycles and Tricycles.

☞ We make a Specialty of taking Old Mounts in part payment for new Victors, New Rapids and Mails, Stars, and Springfield Roadsters.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickeled. "4" Enamelled with nickel trimmings. "5" Enamcled with polished parts. "6" Half bright and enamcled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITIONS.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearings A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings good. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No.	Size	Name	Cost	Price	Finish	Bearings	Conditions.
263	55	Rudge Lt. Roadster,	138.75	73.00	4	1	2
264	54	Columbia Expert,	130.00	75.00	4	2	4
266	55	Spldg. Semi-Racer,	140.00	35.00	4	1	4
269	51	Special Star,	160.00	85.00	4	Ball	1
275	48	Victor Roadster,	127.50	85.00	4	1	1
277	52	Special Club,	160.00	100.00	1	1	1
285	51	Special Star,	120.00	70.00	4	Ball	4
286	44	Special Facile,	123.00	60.00	4	1	4
287	52	Columbia Expert,	127.50	72.00	4	1	2
290	52	Victor Roadster,	132.50	82.00	4	1	2
298	39	Otto,		35.00	18.00	5	4
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	24.00	5	4	1
306	51	Special Star,	135.00	80.00	3	Ball	2
308	56	Columbia Expert,	132.50	78.00	4	1	2
314	53	Royal Mail,	140.00	88.00	4	1	2
315		Spriugfield Roadster,	75.00	62.00	4		1
327	54	English,	130.00	59.00	4	2	1
332	52	N.Rapid Lt. Rdstr.,	137.50	115.00	4	1	1
334		Columbia 3 trk. trike,	160.00	80.00	4	2	2
343	52	New Rapid Roadster,	147.50	134.00	3	1	1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
351	—	Hmbr Safety (Rover)	140.00	115.00	4	1	1
354	55	Columbia Lt. Rdstr.,	145.00	60.00	4	1	5
355	54	Columbia Expert,	140.00	80.00	3	1	1
363	50	Columbia Expert,	135.00	75.00	1	2	2
364	56	Columbia Expert,	142.50	109.00	1	1	1
365	48	Columbia Expert,	122.50	85.00	3	1	2
370	54	Columbia Standard,	110.00	50.00	3	3	3
374	56	American Club,	135.00	60.00	4	2	4
375	56	Rudge Lt. Roadster,	140.00	65.00	4	2	2
376	54	Special Club,	135.00	78.00	3	1	2
377	50	Victor Roadster,	132.50	95.00	4	1	1
378		Beeston Hbr. Tdm.,	260.00	110.00	4	2	4
380	55	Royal Mail,	140.00	80.00	4	2	4
384	52	N. Rap. Lt. Roadster,	147.50	100.00	3	1	2
385	54	Columbia Expert,	140.00	75.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
388		Royal Mail 2-trk.trike,	165.00	135.00	4	1	1
289	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390		Beeston Hmbr Tdm.,	260.00	115.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	95.00	4	1	1
392		Kangaroo Safety,	135.00	75.00	4	1	1
394	48	Columbia Expert,	122.50	70.00	4	2	2
397		Columbia 2-trk. trike,	165.00	95.00	4	1	2
399	50	New Mail,	127.50	90.00	4	1	1
400	52	British Challenge,	137.50	55.00	4	2	4
401	46	Special Club,	125.00	60.00	4	1	4
402	52	Columbia Expert,	132.50	90.00	1	1	1
403	—	Quadrant, No. 8,	185.00	125.00	4	1	4
406	54	Dictator,	140.00	51.00	4	1	4
407	42	Otto, Improved,	40.00	20.00	6	4	4
408	—	Columbia Tandem,	250.00	200.00	4	1	1
409	50	Columbia Expert,	130.00	100.00	4	1	1
410	52	Columbia Expert,	122.50	85.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	2
412	52	Columbia Expert,	122.50	67.00	3	1	4
413	48	Columbia Standard,	97.50	30.00	4	4	4
414	—	Rudge Bicyclette,	135.00	105.00	4	1	2
415	52	Columbia Expert,	132.50	85.00	1	2	2

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BARGAIN.—Make us an offer for a new Columbia Light Roadster Tricycle; also 55-inch Bicycle. F. B. RAYL & CO., Detroit, Mich.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, $165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

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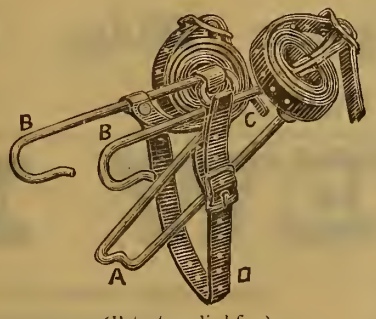
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(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

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"No bicycle or tricycle shall be propelled upon any street or way, unless provided with a bell, to be rung when approaching any person; and neither shall be propelled upon a sidewalk."

DANIEL M. HAMMOND,
City Marshal.

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RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Bowman, J. W., 328 W. 7th st., Williamsport, Pa.
Gann, Jos., 237 Market st., Williamsport, Pa.
Haldeman, Bruce, 906 4th st., Louisville, Ky.
Kroeh, Prof. Chas. F., Orange, N. J.
Sheffer, E. L., 323 Elmira st., Williamsport, Pa.
Wintersmith, Jos., 1605 W. Jefferson st., Louisville, Ky.
Wheeler, H. C., Box 2539, Williamsport, Pa.
Woodman, C. M., Scissors, Huerfano Co., Colorado
Bird, C. E., 37 W. Broadway, New York City.
Bishop, El. B., Beacon st., Newton Centre, Mass.
Culbertson, Miss J. M., 193 St. James place, Brooklyn, N. Y.
Elliott, C. H., 1608 14th st., N.W. Washington, D.C.
Hicks, W. E., 503 Olive st., St. Louis, Mo.
Johnson, Miss I. A., 193 St. James place, Brooklyn, N. Y.

APPOINTMENTS.

Consul for Cincinnati, O.—A. Burt Norton, 286 West 4th st.
Hotel for Elizabeth, N. J.—The Sheridan House.
Hotel for Plainfield, N. J.—Laing's Hotel.
Hotel for Chicago, Ill.—The Leland Hotel.
Consul for San Francisco, Cal., Joseph J. Bliss, Phelan Building.
Consul for Orange, N. J., Prof. Chas. F. Kroeh.
Consul for N. Y. City, Geo. M. Nisbett, 50 Wall st.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

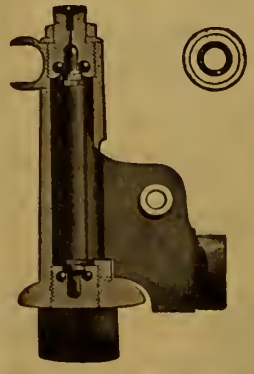
NEW MAIL.



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

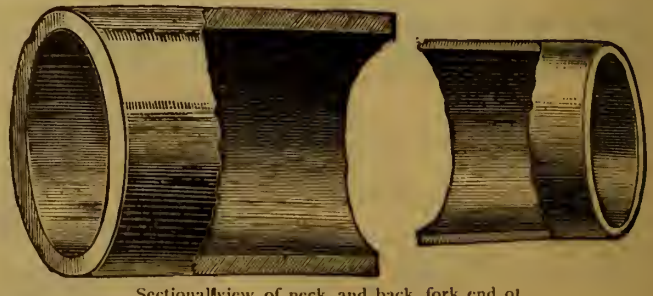
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.

Specialties Found in No Other Wheel.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 22 JUNE, 1888.

WE are all League meet this issue. Our correspondents will notice that there is very little space for aught else.

WE shall be late this week because we are anxious to have as complete a report of the meet as possible. We held the forms back one day in order to accomplish the end, and with the exception of the report of Mr. Halsted's dinner and the excursion on the bay last night, we have covered the ground. We think it hardly worth while to hold the paper over another day in order to get these, and so we close, having given almost the entire paper up to the reporting of the ninth annual meet.

THERE is one thing in the new constitution that pleases us, and no doubt will cause gratification to the L. A. W. members, and that is the line V in Art. VI. Sect. 2, which provides for a National Committee to have in charge the matter of "improvement of highways." The editors of this paper have always held that the chief end and object of the League should be the protection of the rights of wheelmen and the improvement of roads and highways, and we are pleased to find that the new constitution contains a proviso which distinctly allows for a committee, the duty of which shall be to have this most important feature under constant consideration. Let the energies of the League officers and members be focussed on the question of good roads, and soon the national organization will be recognized not only as a cycling organization but as an organization of general usefulness and as a public blessing.

THIS week's issue is given up to an exhaustive report of the ninth annual meet of the L. A. W. at Baltimore. It is a novelty in the fact that for the first time in many years the officials can show a clean balance sheet to the members. The exhibit of the Secretary-Editor, showing the financial status, is an extremely gratifying one, and it will no doubt be a stimulant that will increase the membership largely.

As to the membership, a comparison with the condition of the list closed June 16 and the number as reported at former meetings shows a nice gain, though, of course, the report of this year covers a period of nearly thirteen months instead of twelve, as at former annual meetings.

The constitution as adopted by the convention is practically the same as drawn up by the Re-organization Committee. As finally adopted it is more favorable to the small or sub divisions than the proposed constitution presented by the committee. Club representation is encouraged and more centralization is aimed at, thus giving each division good representation, but at the same time making the governing organization less cumbersome. There is no doubt but that the League must practice the strictest economy for the next twelve months in order to place the finances of the organization on an absolutely solid foundation, and start with a good round surplus in the treasury at the next annual meeting, but it must be a thought of extreme gratification to the present officers of the League that instead of being a debt-burdened organization as it was in 1887, they can show the members a statement that bodes the brightest for the future.

RHODE ISLAND APPOINTMENTS.

PLEASE publish appointment of Geo. Lewis Cooke as a member of the Rhode Island Division Touring Committee, vice Rev. L. A. Pope, resigned. Yours fraternally,

CHAS. S. DAVOL, Chief Consul.

FIVE-MILE CHAMPIONSHIP.

THE five-mile national championship, which was assigned to the California Division, will be contested at Stockton, California, on 4th July next. ALEX S. IRELAND,

Chairman Cal. Div. L. A. W. Racing Board.

A TOURING COMPANION WANTED.

HARRY G. STUART, Representative Missouri Division, Kansas City, Mo., wishes a companion on a wheel tour from Kansas City to Los Angeles, Cal., or part thereof, this fall, as per route: Pueblo, Manitou, Denver, Cheyenne, Salt Lake City, (perhaps Yellowstone National Park), San Francisco, Los Angeles. For further particulars address, Mr. Stuart, as above, care the *Evening News*.

OHIO DIVISION.

AT the annual meeting of the Ohio Division Board of Officers held at Cleveland June 13th, it was decided to hold a three days' meeting at Toledo, commencing July 23. The programme is as follows:

Monday, July 23—Meet at Toledo, parade, business meeting of the Ohio Division L. A. W.; entertainment in evening by the Toledo Bicycle Club.

Tuesday, July 24—Depart by special train for Ann Arbor; ride from there to Salina, Ypsilanti and return to Ann Arbor; unlimited fun.

Wednesday, July 25—Wheel to Detroit; guests while there of the Detroit Bicycle Club, who will show the visitors the sights; runs about city and vicinity; back to Toledo by special steamer chartered by the Toledo Bicycle Club.

It will be observed that racing is omitted from the programme, touring and other social enjoyments taking up the entire time except that required for the business.

SATURDAY, Edward Cumner of Lewiston, Me., rode to Wayne on a bicycle, and left Sunday to meet a party at Monmouth in the afternoon. He has been traced four miles from Wayne, but there are no tidings from him since, that up to the present writing.

LEAGUE OF AMERICAN WHEELMEN.

Report of the Ninth Annual Meeting at Baltimore, Md., June 18, 19 and 20.

THE BOARD MEETING

was called to order at 10.25 by Vice President Hayes, roll was read, and a fifteen minute's recess taken while the Credential Committee were at work.

After recess Committee reported 38 present in person and 93 by proxy. Report accepted.

List of appointments of 18 June, 1888, read and accepted.

The following appointments were read by the Secretary-Editor: Officers appointed to date, June 18th, 1888:

By President Kirkpatrick—Geo. S. Atwater, Washington, Chief Consul District of Columbia; J. Fred Probst, Terre Haute, Chief Consul of Indiana; Geo. G. Clark, Greenville, Chief Consul of Mississippi; Gerry Jones, Chairman of Racing Board; A. E. Mealy, member of the Racing Board.

By Chief Consul R. L. Thompron, Iowa—H. B. Cropper, Cedar Falls, representative.

By Chief Consul F. A. Elwell, Maine—C. D. Batchelder, Sandford, Harry S. Higgins, Portland, representatives.

By Chief Consul C. S. Davol, Rhode Island—Dr. E. Y. Bogman, Providence, representative.

By Chief Consul A. E. Mealy, Maryland—C. Henry Eisenbrandt, Baltimore, M. G. Sykes, Ellicott City, representatives.

By Chief Consul James R. Dunn, Ohio—F. C. Meyer, Canton, representative.

By Chief Consul Geo. S. Atwater, D. C.—E. A. Demaray, Washington, representative.

By Geo. S. Atwater, Chief Consul District of Columbia—E. T. Pettingill, representative.

By W. M. Brewster, Chief Consul Missouri—Geo. W. Boswell, representative.

The President made a short verbal report, and referred the Board to the committees' reports for the standing of the League, and progress made during the year. The officers then made the following reports:

TREASURER'S REPORT.

To the President and Board of Officers of the L. A. W.:

Gentlemen—I respectfully beg leave to report the following as the transactions of the Treasurer's office, since the date of the last report, March 1st, 1888:

Balance on hand, March 1st. - - - - - - - -	$30.56
March 12th, cash from the Secretary-Editor, - - - -	500.00
June 9th, cash from the Secretary-Editor, - - - -	600.00
Total, - - - - - - - - - -	$1,130.56

I have paid out on bills approved by the Executive Committee as follows, viz:

March	28th,	expenses Treasurer's office, - - - - -	$45.56
"	"	C. S. Butler, expenses attending meetings of Re-organization Committee, New York, Oct. and March, - - - - - - - - -	59.75
"	"	V. P. Hayes, expenses attending meeting New York, March, - - - - - - - -	25.75
"	"	Mast, Crowell & Kirkpatrick, printing, etc., -	14.25
"	"	President Kirkpatrick, expenses telegrams, stenographer, etc., - - - - - - -	92.65
"	"	President Kirkpatrick, expenses stenographer,	65.00
June	2d,	Geo. R. Bidwell, expenses Uniform Committee,	6.00
"	"	Bicycling World, mailing list for Baltimore meet, - - - - - - - - - -	10.00
"	"	J. R. Dunn, expenses attending meetings of the Re-organization Committee, New York, October and March, - - - - - - -	109.40
"	"	President Kirkpatrick, expenses New York meeting, - - - - - - - - -	56 50
"	11th,	Glover & Finkenaur, making plate of Treasurer's signature for membership tickets, -	2.00
"	12th,	President Kirkpatrick, expenses stenographer, telegrams, etc., - - - - - - - -	68.40
"	"	Mast, Crowell & Kirkpatrick, printing, etc , -	10.25
		Total, - - - - - - - - - -	$565.51
Cash balance on hand June 16th, - - - - - -			$565.05

This amount is exclusive of the amount contributed to the relief fund in response to the circular issued by the Executive Committee under date of March 15th. The names of the contributors to this fund have been, and will continue to be, published in the official organ from time to time. The sum received for this account, to date, amounts to $423.00, and is divided among the different divisions as follows, viz:

Massachusetts, -	$305.00	New York, - -	$1.00
Rhode Island, - -	66.00	Pennsylvania, - -	1.00
Missouri, - -	30.00	Connecticut, - -	1.00
Kentucky, - - -	15.00	Ohio, - - - - -	1.00
District of Columbia,	2.00	Utah, - - - -	1.00

With the exceptinn of the contribution of the Massachusetts Division these amounts have been paid to the Treasurer in cash. In the Massachusetts case the Secretary-Editor was given credit for $300.00, which he owed that division. Respectfully submitted,

W. M. Brewster, Treasurer.

REPORT OF THE SECRETARY-EDITOR.

At the meeting of the Board in March I announced that I should be able to pay the Diviiions in full for the first quarter of the League year, and this has been done together with a liberal check drawn in favor of the Treasurer. Moreover, I have been able to do what has never befors been done in the history of the League, and that is: I have already paid every Division all that they are entitled to up to date, June 1, on the second quarter, sending them money that was not due till July 1st. A financial statement of the condition of my office drawn to June 1st makes the following showing:

Dr.		*Cr.*	
Cash on hand, - -	$1182 43	Due Treasurer, - - -	$2956 79
Suspense, fixtures, sundries, - - -	915 56	Profit on card cases, -	95 40
Bulletin account, -	881 95	Sundry bills, - - - -	45 10
Accounts receivable,	594 16	Due Divisions, - - -	476 81
	$3574 10		$3574 10

Since June 1st the cash balance shown above has given place in part to receipts from creditors, including one for $600 from the Treasurer, and debt, which like an old man of the sea, has been bowing us down with burdensome cares, has quickly departed from us, and we now walk proudly erect under the gratifying influences of a clean balance sheet. In the month of March last the Executive Committe issued a call for a popular subscription addressed to the Divisions. This was done because the Committee saw before thsm the discouraging spectacle of an empty treasury when the income of the National organization should be reduced as proposed by the scheme of reorganizotion, and they felt that money must be had and expended if the best results were desired. This is a matter that concerns my office only indirectly, but I am able to give you facts and figures which may have a bearing on the question and justify the call for funds. It must be remember that the organization has had a hard struggle to get out of its financial difficulties. Its efforts have been crowned with success. But the Divisions have suffered little or nothing. All that they have been entitled to from the League has been paid, and nearly all have full treasuries. The Committee has asked that they give of their abundance that the cause we have at heart may be advanced, and the interest of our sport be furthered.

Under the new Constitution the income of the National organization would be amply sufficient to meet all demand if we could start the year fairly and have the advance of the excess of funds coming to us in the renewal season; but it must be remembered that we are to go through ten of the dullest months of the year, so far as League interest is concerned, before we reach another renewal season, which is due in May of next year. During the winter months our income is very small, and the League's dividend will be correspondingly minute. We have high hopes of pulling through, but we can do so only by the practice of the strictest economy and a niggardly policy, and it may be that we shall again be creditor to the Divisions.

Our membership has reached the highest figure ever attained at a League Meet. Herewith are tables showing the numbers in each State and a comparison of numbers at former meetings. The change in the *Bulletin*, whereby the work of publication is let out by contract, has been most advantageous to the League. It has relieved us from a debt-producing monster, and given us a fairy bountiful. It not only gives us an income, but it has enabled me to cut down my clerical force and save a goodly sum in office expenses. It has reduced in a small measure my editorial duties and increased very largely my clerical work. There are no drones in the League hive. The volume of correspondence, the natural product of a body of 10,000 men is not decreasing, nor is there any falling off in the number of those who forget to enclose a stamp for a reply to an idle question. The stamp account of the League is very large. It

can be reduced very materially if members will but take the hint which I have endeavored thus delicately to convey.

MEMBERSHIP STATISTICS.

TOTAL of membership in the League by States, including all names published up to and including list No. 145, of June 15, 1888:

Alabama,	9	Nebraska,	83
Arizona,	3	New Hampshire,	93
Arkansas,	10	New Jersey,	652
California,	345	New Mexico,	2
Colorado,	45	New York,	2153
Connecticut,	419	North Carolina,	5
Dakota,	10	Ohio,	794
Delaware,	41	Oregon,	0
District of Columbia,	108	Pennsylvania,	1288
Florida,	15	Rhode Island,	216
Georgia,	15	South Carolina,	7
Illinois,	588	Tennessee,	53
Indiana,	177	Texas,	24
Iowa,	126	Utah,	10
Kansas,	128	Vermont,	56
Kentucky,	74	Virginia,	95
Louisiana,	43	West Virginia,	29
Maine,	114	Wisconsin,	80
Maryland,	393	Wyoming,	4
Massachusetts,	1115	Washington Territory,	1
Michigan,	253	Bermuda,	1
Minnesota,	98	Canada,	8
Mississippi,	11	England,	4
Missouri,	309	Nova Scotia,	8
Montana,	2	Switzerland,	1

Total,	10,118
Applications in hand June 16,	100
Total,	10,218

Numbers reported at previous meets:

1881, at Boston,	1654
1882, at Chicago,	2500
1883, at New York,	2131
1884, at Washington,	4250
1885, at Buffalo,	No report.
1886, at Boston,	8463
1887, at St. Louis,	9480
1888, at Baltimore,	10,218

COMMITTEE ON RULES AND REGULATIONS.

The Membership Committee was given further time to report.

The Committee on Rules and Regulations reported as follows:

To the President, Board of Officers and Members L. A. W.:

Gentlemen—The work of your Committee on Rules and Regulations, during the past year, has consisted chiefly in supplying information to clubs throughout the country desiring to organize under our rules, and giving such assistance and help as has been possible, in furthering the interests of the L. A. W.

Considerable time has been given in studying the rules and regulations governing our organization, in view of finding out, if possible, what will best meet its requirements in the future. The results of our study will be found embodied in the report of the Committee on Reconstruction.

It was the opinion of your committee at the beginning of the year, that so long as the work of reconstruction was under consideration, as few changes in our by-laws as possible was desirable, and to this end the committee has labored. We therefore have no report for the consideration of the Board at this meeting.

Respectfully submitted, CHARLES S. BUTLER,
Chairman, for the Committee.

COMMITTEE ON RIGHTS AND PRIVILEGES.

The Committee on Rights and Privileges report:

Mr. Luscomb prefaced his report by stating that last evening a member from Ohio was run down upon a suburban thoroughfare, steps were now being taken to bring the offending road hog to justice.—[See report of the accident elsewhere in this issue.—ED.]

THE Committee on Rights and Privileges has not been called upon to enter the field of litigation since the last meeting. It is true that many applications from different sections of our territory have been made for advice and assistance, in the way of furnishing citations to cases heretofore decided, and in all such cases your committee has promptly responded.

With the work of the past year before it, the committee can report that the great public is rapidly becoming educated up to the proper appreciation of the rights and powers of him who astrides the wheel of progress, passes the antiquated horseman on the road of civilization.

Except in a few scattering cases the wheelmen has not been interfered with, in the reasonable and ordinary use of the streets and roads, and, in the instance referred to, your committee can only infer from the silence of the parties after the receipt of instructions that the information forwarded to them accomplished its intention, and the annoyance and unlawful interference ceased.

From Columbus, Ga., and Dodge City, Kansas, came complaints that the city authorities had passed ordinances prohibiting bicycle riding on the streets within corporate limits. In each case your committee promptly forwarded the necessary legal ammunition for a contest, should the same become unavoidable, and stood ready to come into action; immediately it should be advised of the persistence of the city authorities in their error.

In Covington, Kentucky, actuated by some wild notion, which he could never tame and examine, a member of the Legislature sought to prohibit cycling in Kenton County. The Kentucky boys allowed no time to be lost, and although the Committee was advised and in communication with the officials there upon the subject, it was found that Kentucky was amply able to fight its own battles, and the celerity with which the bill was ejected, from the favorable consideration of the Legislature, is a most satisfactory indication of the vigor of the Western wheelmen.

From San Mateo, California, came one of the usual complaints concerning the ill-natured road hog with the divine right. Your committee advised the complainant of the law in the case, and advised that a test be made.

Numerous other applications have been received and answered, and so far as the committee can ascertain, the power and dignity of the League maintained whatever attacked.

From the incidents of the past year, however, there is one element of danger that requires our attention. Many cases of intentional injury to wheelmen have been noticed, particularly in large cities. In almost every instance the assailant has escaped because of the inability of the wheelman or his companions to follow up the chase. The cowardly character of the assault is in entire keeping with the flight of the assailant with all the speed his horse can run.

There seems to be but one method of reaching this condition of affairs, and that by securing better policing in our pleasure resorts and public thoroughfares, so that when such an assault occurs it will be possible to secure the offender by aid of the lawful protector of the rights of all citizens—and wheelmen are still within the right of such protection—and not compel the riders to organize a chase and fight before they can get into position to ask justice.

The committee is of the opinion that an increase of police in such places could be procured if pressure should be brought to bear upon the authorities, and therefore recommends such action to the States wherein such accidents have occurred.

The punishment of the individual we can easily take care of. His apprehension is the difficulty to overcome.

Since the appointment of the present Committee, and perhaps, therefore, a thing to be properly noticed in its annual report, a grand milestone in permanent cycling development has been set up, first by New York and following by New Jersey.

Reference is particularly made to the Legislative enactments which have gone upon the Statute Books of these States, declaring the legal status of the wheel, and proclaiming with all the force of the established law, that the right of the wheelmen are determined.

The Committee congratulates the League upon its position and upon the success that has marked its progress for the year now ending. Each such year but adds to its power and prestige, and its name and fame becomes a pride and protection to the wheelman, and a menace and swift pursuer of the lawless roadster who knows no justice but his own.

The Transportation Committee and Touring Board made no report.

The Reorganization Committee reported certain changes in the Constitution (to be considered in the afternoon by the Constitutional Convention.)

Mr. W. W. Share moved to adopt and endorse the changes. Carried. Under the head of new business the

ELECTION OF OFFICERS

was taken up. Mr. C. H. Luscomb presented as candidate for President the name of T. J. Kirkpatrick, for re-election, amidst much applause; seconded by A. E. Mealy. By unanimous vote the Secretary cast a single vote, and Mr. Kirkpatrick was declared elected, and took his seat. He made a short resume of the last year's work, and asked the assistance of the Board in carrying out the policy it had already adopted during the coming term.

Mr. Dunn, of Ohio, in a short, humorous speech, proposed Mr. H. W. Hayes for re-election as Vice President. Dr. Emery, for

Massachusetts, seconded the nomination in a few remarks. Upon motion of Mr. Jessup the Secretary cast the unanimous ballot of the Board, and Mr. Hayes made a short vote of thanks.

For third member of the Executive Committee, Mr. Bidwell was nominated by Mr. Davol, of Rhode Island. Mr. Bidwell declined in favor of W. S. Bull, of Buffalo; seconded by Mr. Jessup. Upon motion of Dr. Emery the Secretary cast the unanimous vote of the Board for W. S. Bull as member of the Executive Committee.

For Treasurer, Mr. Atwater, of District of Columbia, nominated Mr. W. M. Brewster for re-election; seconded by Mr. Boswell. The Secretary again cast the vote of the Board, and W. M. Brewster was declared elected.

As there was no new business to be introduced an opportunity was given local committees to make announcements.

Mr. Atwater, on behalf of the District of Columbia Division invited the League to visit Washington on Thursday.

After some condemnation of the Pennsylvania Railroad and taffy given the Baltimore and Ohio on the question of carrying wheels free, the Board at noon adjourned.

CONSTITUTIONAL CONVENTION

called to order at 3 P. M., President Kirkpatrick in the chair. The Secretary received club proxies to the number of 1228, most of the representatives of such clubs being present.

The new Constitution, as proposed by the Reorganization Committee, and approved in the morning by the Board, was presented to the meeting by Mr. Luscomb.

Dr. Emery moved to adopt as a whole.

Mr. E. J. Shriver moved as an amendment that it be taken up section by section.

The motion on the amendment was lost by a vote of 272 to 704, of which 19 to 36 were by those present in person, and the balance by proxy.

The original motion to adopt was then carried by a vote of 891 to 161, 40 to 8 being by present members.

After extending a vote of thanks to the Reorganization Committee, the Convention adjourned.

Appended is a draft of the Constitution, entire, as adopted:

CONSTITUTION "L. A. W." AS ADOPTED.

ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Sect. 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

Sect. 1. The League shall be a confederation, composed, First, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and

Second, of subdivions of not less than twenty-five League members each, in any other State or Territory.

Sect. 2. Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and representatives, as hereinafter provided.

Sect. 3. Subdivisions shall organize as follows: When there shall be twenty-five League members in any State or Territory, it shall be constituted a Subdivision, and the President shall appoint a Chief Consul. When the membership reaches fifty it shall organize as herein provided and elect a Chief Consul and Secretary-Treasurer, but shall not be entitled to a Vice-Consul. In the event of the failure of such Subdivision to elect officers, the President shall appoint.

ARTICLE III.

Sect. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sect. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

Sect. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member, for annual dues; such dues to be payable on or before May 1st in each year. The Secretary shall retain from such annual dues and from all renewals, an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Division, quarterly.

Sect. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Sect. 1 of this Article.

Sect. 5. Each Division and Subdivision must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

ARTICLE IV.

Sect. 1. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions and Subdivisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Sect. 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty additional members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers.

Sect. 3. Each Division and Subdivision shall adopt for its guidance, By-Laws, Rules and Regulations, not inconsistent with the National Constitution and By-Laws. The term of office of all Division and Subdivision Officers shall commence on the 1st day of September in each year.

Sect. 4. Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st. Such Delegates, together with the Chief Consuls of Divisions and Subdivisions and Vice-Consuls shall constitute the National Assembly of the League of American Wheelmen.

ARTICLE V.

Sect. 1. The Annual Meeting of the National Assembly shall be held on the third Monday in February in each year.

Sect. 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE VI.

Sect 1. The officers of the League shall be a President, first and second Vice-Presidents, Treasurer and Secretary, who shall be elected by the National Assembly, at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

Sect. 2. There shall be the following National Committees:

I. Executive and Finance, to consist of the President and Vice-President.
II. Membership.
III. Rights and Privileges.
IV. Rules and Regulations.
V. Improvement of Highways.
VI. Transportation.
VII. Racing.

Sect. 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

ARTICLE VII.

Sect. 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof, by publication in the official organ.

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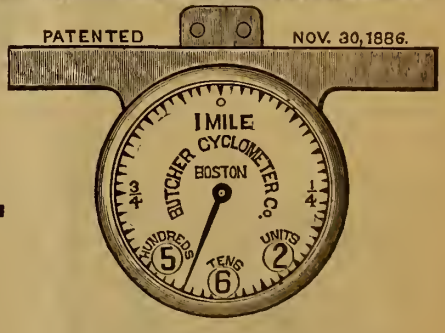
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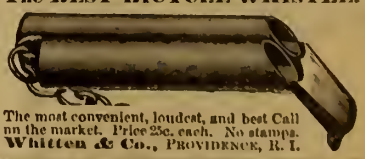


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Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

ARTICLE VIII.

Sect. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge

ARTICLE IX.

Sect. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution. The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League Clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.

THE BUSINESS MEETING

proper was then called to order, but did no busiuess outside of passing votes of thanks to the officers and members of the Maryland Division, and listening to numerous invitations from visiting delegates to attend Meets in their respective localities.

Immediately upon the adjournment of the business meeting, at 4 o'clock, the

SECOND OFFICERS' MEETING

convened, Prest. Kirkpatrick in the chair. Dr. Emery moved to continue the Constitutional Committee and authorize them to permit a set of by-laws at the next meeting. Carried.

The following communicatiou was next read, and caused coniderable comment:

BALTIMORE, Md., June 18, 1888.

To the Board of Officers, L. A. W.:

Gentlemen—On behalf of the wheelmeu of Chicago, I hereby appeal to you from the decision of the Racing Board, in refusing to reinstate Mr. Philip Hammel, of Chicago, as an amateur wheelman. Mr. Hammel's case is an old one, has twice been before the Racing Board, and though backed by the signatures of seventy odd League members in Chicago, has twice been refused. The refusal has caused the failure of one club in Chicago to renew this year, and delayed that of another. These two clubs have a membership of about 350, and has had influence enough to keep a large number of others from joining the League, in Chicago. I speak for the Chicago Bicycle Club, the Lincoln Cycle Club, and the Fort Dearborn Cycling Club, having respectively 50, 150 and 210 members. Respectfully, N. H. VAN SICKLEN.

A notion to reinstate Mr. Hammel was carried by a vote of 17 in favor, to 8 against.

The membership committee then reported briefly, and the meeting adjourned.

THE PARADE

started about 10.15 from North avenue and Charles street and presented truly an imposing spectacle. There were wheels and wheels, men and ladies, clubs and divisions, The route covered was as published in a former issue of this paper and in the official programme.

As each club passed the several local club houses it gave its cheer and cry with a hearty good will and the response from the lady friends who crowded the windows was equally encouraging. The boys rode well—very well. I saw only one fall in line, and the unfortunate quickly remounted without causing a serious break in the line.

I give below some figures as gleaned by a hasty observation as the line passed me. A deplorable piece of mismanagement permitted each club to invite friends, which, when the invitation was accepted, gave an appearance of greater strength to that club.

First came the Grand Marshal, President Kirkpatrick, and E. P. Hayden as Aid; next 13 mounted cavalry buglers; next Vice President Hayes and Davol on a tandem; next the Louisiana representatives, three in number, all dressed in cream flannel, as additional Aids. Then, interspersd with many unattached and visitors, as above mentioned, came 14 New York Bi. Club, 53 Brooklyn, 2 Elmira, 6 Manhattan, 4 Buffalo, 2 Syracuse, 27 New Jersey Division, 31 Pennsylvania Club, 23 Century, 10 Central Wheelmen, and 3 Cincinnati, of Cincinnati, 3 Kenton of Covington, Ky., 1 Indiana, 16 Michigan Division, 12 Missouri Division, 1 from far off California Division, 33 Missouri Club, with 12 Capital Club of Washington as guests, Parks on a unicycle, 49 Baltimore Club with friends, 39 Rambler Club, 22 Washington Cycle Club with 7 ladies on ladies' bicycles, 22 Centaur Club, 6 Chesapeake, 22 Hagerstown, 4 Westminster, 21 Virginia Division, 8 Delaware Division, 2 Florida Division, 2 Texas; in all, with the unattached, 615 wheelmen and wheelwomen.

Assembling at the finish, in Druid Hill Park, lemonade was dispensed to the warm and thirsty riders at "Mansion House," and they were soon grouping themselves on a semicircular slope, in front of the "Mansion," to be "took." The slope is sixty or seventy-five feet long, rises at an angle of about 45 degrees for fifteen vertical feet, and at its foot undulates gently for some distance, to a picturesque fountain. Just in front of the latter the cameras were placed, on a raised platform, and no doubt the photograph of the League meet of 1888 will be one of the finest ever produced, because of the excellent facilities afforded for taking it.

The League officers, and the ladies of the party, occupied positions in the extreme foreground, the clubs grouped together upon the slope in various personal attitudes, graceful and otherwise, (mostly otherwise), and the mounted buglers upon the level terrace, at the rear, with the Mansion crowded with spectators for an extreme background. Considerable merriment was occasioned by cries for "white horse," when the red-haired photographic artist made his appearance. At last the agony was over, and the entire body set out for Halsted's for dinner.

THE RACES.

REFEREE—T. J. Kirkpatrick.
Judges—Geo. Bidwell, G. A. Jessup, H. W. Hayes.
Timers—Abbot Bassett, F. P. Prial, J. Rodgers.
Starter—N. H. Van Sicklen.
Clerk of Course—H. W. Barrington.

I give above a list of the officers of the races. Most of these officiated in their several capacities, and all gave entire satisfaction.

Arlington Driving Park, three and one-half miles from the city on the Pimlico road has an excellent half-mile track, and for this purpose had been recently rolled as hard as it is possible to make a dirt track. It is oval in form, longest from North to South, raised at the corners, and boasts a large pavilion which was literally filled to overflowing. Nearly two thousand spectators witnessed the races, which were eminently satisfactory in every respect. A rather stiff east wind blew down the third quarter, but it died out after the second race, and is thought not to have impeded the time to any great extent.

Promptly at 3.30 the one-mile L. A. W. championship was called. It was won by Will Windle, on a Victor racer, in 2.43, with Fred Foster, the Canadian champion, a close second at 2.43 1-2, and J. Fred Midgley, on a Springfield Roadster, third in 2.44. Also ran, C. A. Stenken, P. L. Scufferle, Phil Brown, and H. S. Kingsland. Midgley crossed the tape ahead on the first half mile, with Kingsland second, but the finish was as above. Much was expected of Foster, but it could be seen at a glance he was not in condition, in fact, though he was entered for nearly all the races, he rode but this, and one other, and lost both.

The half-mile novice race was won by W. E. McCune, 1.22 2-5, followed by E. J. Decker, 1.24, both on Springfield Roadsters, with H. E. Perlie (1.28 1-2), F. C. Gilbert, J. E. Patterson and G. A. Getty, in the order named.

The one-mile tandem handicap was won by Kingsland and West, of Baltimore, in 3.04 4-5 on a Quadrant, against Scufferle and Ward, of Washington, on a Humber tandem.

The three-mile lap race was won by Windle, in 9.32 2-5; Foster second, in 9.38.

The two-mile handicap tricycle was won by Kingsland, in 7.04, on a Quadrant racer, against Phil Brown, 4-5 seconds behind on a Marlboro' Club.

The three-mile handicap resulted as follows: W. E. McCune (15 seconds) first, in 8.42, on a Springfield Roadster, and Windle (scratch) second, in 8.54 2-5, against W. H. Ward (22 seconds), J. W. Egolf (22 seconds), Getty (45 seconds), and Decker (45 seconds).

The one-mile championship tricycle was a repitition of the two-mile tricycle handicap above. Kingsland and Brown were the only starters in each—in the first each receiving 10 seconds against Foster, who did not start—and Kingsland also carried off first prize in this race, in 3.02, against Brown's 3.04. Kingsland led in both races from the start, and on the finish, when Brown attempted to pass him, he spurted and increased his lead. The first half in the last mentioned race was made in 1.31.

The two-mile handicap safety resulted as follows: 1. J. F. Midgley (10 seconds) 5.57, Springfield Roadster; 2. E. J. Decker (30 seconds) 6.11 4-5 Springfield Roadster; 3. J. E. Patterson (30 seconds) 6.53, Star; 4. C. A. Stenken (17 seconds) on a Star.

The three-quarter mile steeplechase was won by F. C. Gilbert, Star, with P. M. Harris second on a Springfield Roadster, and W. H. Ward third on an ordinary. The contestants mounted, rode a short distance, left their wheels, crawled under a hurdle, ran back, picked up their wheels, trundled them across the infield and over a fence, mounted, and finished in the order given.

Harry Parks attempted to lower the unicycle record for a mile, but fell on the tape at the end of the first half mile, and did not finish.

Then Basset and Jessup ran a one-eighth of a mile foot race, resulting in favor of the former, who had a literal "walk-over," as both crossed the tape at slow pace, much winded, and amidst deafening applause. [Query.—Shall I award the veteran road-race prize to our genial Secretary, in accordance with the above, or do you insist they shall *ride*—not run?]

On the whole, the fine weather, the large, jolly crowd of spectators, and the well-conducted races, free of all accidents, were an excellent testimonial to the managers and promoters. The time of 2.43, I understand, is record for the mile on this track.

N. L. COLLAMER.

ENTERTAINMENTS, EXCURSIONS, RUNS AND GENERAL NOTES.

SUNDAY, JUNE 17.

FIVE HUNDRED wheelmen reached the Monumental City last evening and this morning, and all the incoming trains are contributing their quota to swell the number. The Reception Committee have been working like beavers in the face of a lurid sun and sweltering atmosphere, for Baltimore, having determined upon giving her visitors a warm reception, is carrying it out to the letter. It does not seem to affect the enthusiasm of the boys though, for the hotel lobbies are thronged with them, while on all the streets you run against the knickerbockered legs. Legs long and legs short; legs stout and legs thin; not always, it must be confessed, escaping without criticism from giggling girls.

From all over the country have they come, every State in the Union, nearly, being represented; representatives from the East and Middle States being, of course, largely in the majority, and from far California and Louisiana do they also come; Canada is also represented by a good delegation. The racing cracks are also here, among them, Foster, of Toronto; Brown, of Washington; Windle, of Lynn; Midgeley, of Worcester; Wilhelm, of Reading; and Stenken. Ex-Captain Whitney's smiling face turned up in the Maryland Club house, and it is a pleasure to learn that cycling is not to lose one of its earliest and most earnest workers, for Mr. Whitney has got a safety out at his Western ranch, which he proposes riding over the trails that stretch for hundreds of miles across the prairies.

The intense heat deterred many of the cyclers from attending the wheelmen's services at Immanuel Baptist Tabernacle, corner North avenue and St. Paul street, this afternoon, but as it was, the number in attendance filled the entire front portion of the large auditorium. The Maryland turned out upwards of 50, including half a dozen ladies; Rambler, 30; Baltimore, 30; Centaur, 27; and Chesapeake, 15; the balance being made up of the visiting wheelmen, who rode from the Carrollton. An excellent sermon was preached by the pastor, Rev. A. C. Dixon, after several hymns had been sung and prayer offered. The hymns were accompanied by the cornet by Mr. Thomas, bugler of the Rambler Club, and another cornetist. The text was from Ezekiel's vision, 1 chapter, 20 verse, "Living Wheels," and was entirely deserving of the earnest attention it received. The reverend gentleman—who had been on a bicycle and knew what he was talking about—began by combating the theory of evolution, the evolution of atheists. As there could be no effect without a cause, so the modern wheel was no more an evolution from nebulous matter and protoplasms than man himself. And how absurd to think that if the mass of inert matter called the bicycle could not create itself, that man, the sentient, living creature could. Divorce from the wheel the life that guides it, and it falls a dead thing. So with man himself. Take from him the higher life and nothing but the animal remains, and it is called a failure. Let man know it is not the whole of life to live. Eighteen hundred years ago there came to earth the perfect man. With Him for their guide the wheelmen of America need never shame their loftiest standard. The faces of the four living creatures were as the faces of a man, a lion, an ox and an eagle; signifying manhood, bravery, patient endurance, and lofty aspiration; and to each of these attributes Mr. Dixon, in well chosen sentences commended the wheelmen. Said he: "One of your young gentlemen asked me if I intended to get you out here and then abuse you for riding on Sunday!" There was a general laugh, and Mr. Dixon went on to say that bicycle riding, under certain conditions, was not a sin, any more than walking. Put the beast under your feet and tread down the sins that debase your manhood, and the question of riding on Sunday will not be a stumbling block in your paths.

Never was a more appropriate sermon preached on the bicycle, and I believe not a man present but felt better for it.

A member of the Ohio Division was run down by a driver this afternoon, fortunately escaping injury himself but damaging the machine. The man was arrested, but discharged at the station house upon the extraordinary ground that as he was not going over six miles an hour he could not be held. The Maryland Division will carry the case further, and test this ruling.

MONDAY, JUNE 18.

DURING the meeting of the Board of Officers this morning, those of the wheelmen who had no interest in official details joined the general run from the several club houses and League headquarters, uniting at Govanstown; thence under command of Captain Le Cato. The route lay via Lake avenue to Mt. Washington, through some of the loveliest and wildest scenery to be found within a radius of one hundred miles. Praise unstinted was freely bestowed, and not unjustly, for if there is a city in the country whose suburban scenery equals that of Baltimore I do not know it. Beautiful as our own Fairmount is, the natural attractions of Druid Hill Park far exceed it, and the wheel is under no restrictions within its precincts. Neither lamp nor bell are required, and coasting may be freely indulged in over its smooth grades. For miles a succession of up-hill-and-feet-over-the-handles follow in never-ending and delightful succession.

At Mount Washington an impromptu hill-climbing contest was indulged in on "Windy Gates" Hill, which has been hitherto considered insurmountable, and three of the visitors made the top. Percy Harris on a Springfield Roadster, McDaniels on a Victor safety and Mr. Decker. Mr. Le Cato, on a New Rapid, climbed Mt. Washington Hill. The roads were in bad condition, owing to lack of rain for past fortnight, and quite a number of headers were taken. In one instance two riders collided with such force that the wheels were jammed through each other, and it required the united force of five men to disentangle them. At Govanstown the thirsty crowd drank the whole town dry, and left absolutely nothing but the pump and a lot of empty bottles.

Southern gallantry would not of course neglect the ladies, and about one hundred wheels rolled out from the Maryland Club house at four o'clock, of whom quite a fair proportion were of the fair sex, four of the latter riding the lady's bicycle. Through the Park the route lay, and out on the Pimlico road to Arlington, where lemonade was served, and a peep taken at the contestants practicing on the track for the morrow's races. Windle came out while I was looking over the rails, and the way he spurted down the homestretch made me put him down as safe for a winner in a couple of his entries to-morrow. Put that down as a prophesy if you please. The Canadian, Foster's, colors of orange and black now flash by; and look, here comes the Springfield Roadster, propelled by Midgley in his cardinal suit. He gets speed out of it, too, in spite of the awkward looking action. Brown, of Washington, was on the track also, and one looked instinctively for Crist's red and black to come with him. Altogether the prospects are good for some pretty sport to-morrow. Mounted again, and we wheel out the Reisterstown pike to the old arsenal grounds, now a home for disabled confederates, and here we cooled off while refreshments were being spread. Perhaps justice was *not* done to the ice cream, strawberries, cake, etc., which the generosity of our host provided, and then again perhaps it *was*. Among the ladies at the table were noticed Mrs. Green and Mrs. Burk, of Boston; the Misses Smith, Mrs. Mott, Mrs. Coleman, Mrs. Hayden, Mrs. Mentzel, Mrs. Geigan, Mrs. Stran, Mrs. Crowther and Miss Gernande. The youngest of the party was Miss Edith Crowther, aged three, who, I am sorry to say, proceeded to exercise the coquetries of her sex upon a number of the gentlemen present. The return to the city was made in the cool of the evening, and thus ended the "Ladies' Run." Moonlight parties flitted through the park all the evening, and it was a late hour when all quieted down, receptions having been held at all the club houses.

TUESDAY, JUNE 19.

THE annual photograph having been taken at the Mansion House in the Park, where lemonade was served to the thirsty crowd, the run was taken in a sort of go-as-you-please for Arlington race track. I said *thirsty* crowd, and thirsty does not begin to express it. A thousand wheelmen crowded the springs in such dense throngs that a man who got a glass of water got it by fighting for it, and many were the expedients tried to make a way. This was one of them, half a dozen men rushed up, bearing a prostrate form, Captain Whitney had fainted, and Boston was carrying him in for water to revive him; but *it was no go*, and amid the hoots and yells of the crowd, Boston sneaked out crestfallen.

At Park Heights a lunch was laid in the groove adjoining Halsted's Hotel, consisting of sandwiches, coffee, eggs, pickles and other little delicacies of that sort, but the way in which those tables were cleared made the heads of the darky waiters swim. Candor reluctantly compels the question, Who stole the spoons? Just ask this question with bated breath, Maryland. The League is as careful of her reputation as a young maiden not yet out of her teens, and it is a rather awkward thing to have half a hundred writs hunting round for as many men, particularly when those men are visitors to a strange city. I am proud to say that not a single spoon was borne upon a cap wearing the silver keystone. Pennsylvania did not take a spoon from the tables—*because they were all taken before we left.* "Pennsy" carried off the honors as the largest visiting club at the Meet, having thirty-four men, under command of Captain Supplee. They were gentlemen enough to rise in a body and give up their seats in the grand stand to the ladies, taking a standing seat around the fence. The Centurions, who were also well represented, did the same thing. "Hoo-rah! Hoo-rah! Hoo-rah! Penn-syl-va-nia!" was a familiar sound as the prominent officials came by, or a crowd of the pretty girls, for which Baltimore is famous, and the club cry appeared to be a *little* heartier for the girls. I met a Mr. Morrow, who, with only one arm, had started out from the western part of Ohio to ride on his wheel to the Meet, and who actually covered two hundred and fifty miles, when he met with an accident and had to take the train. He is a man of fifty odd years, which makes it all the more remarkable.

SIDE SIGHTS OF THE RACES.

The enclosure was filled with drags, carrying a large and fashionable assemblage of society ladies.

Chief Consul Jessup and Secretary-Editor Bassett had a foot race down the home-stretch, and Pennsylvania got left again—as usual!

Mr. S. T. Clark's thoughtful attention in the way of a large bowl of iced lemonade was greatly appreciated by the press members.

Mr. A. H. Overman was conspicuous on the box of a drag which was filled with ladies. Mr. C. R. Overman was another figure of prominence.

Chief Consul Atwater, of Washington, and his brother from Ohio, were voted the two handsomest men on the grounds.

The question which agitated the minds of President Kinkpatrick and second Vice-President Ball, was: Whose feet were so large that they had to be hung over the roof of the pavilion?

Quite an impromptu affair was a race around the track after all had taken their departure, of several ladies on the ladies' bicycles. Modesty insists on the suppression of the name of the fair winner, but she is well known in Washington.

Grand stand, hotel porticoes and track spaces were all literally packed with crowds of people. "The most successful race Meet ever held at Baltimore," was expressed over and over again. And the weather contributed not a little toward this result. The intense heat of the preceding day had given way to cooler breezes and a lower thermometer, and with a perfect June day to smile upon the assemblage, one could not help but feel that it was a pronounced success.

THE SMOKER.

At half-past eight, this evening, the grand national smoker was inaugurated, at the Concordia Opera House, and it early became apparent that the League of American Wheelmen was out for a high old time. Cigars, pipes, tobacco in every shape and form; music of the most melodious kinds; paper wads and cards flying in all directions; the fun waxing fast and furious; and in the midst of it all one poor correspondent at his wit's end to do justice to ———, well, pandemonium let loose would about express it. First come Boston, around the hall in solemn procession, headed by—yes, ex-Captain Whitney; and each and every man with a cigar in his mouth like a young base-ball bat. The array of feet hanging over the balconies takes on a most wonderful accompaniment to the rhythm of the orchestral music,—only the loudest strains of which are audible—and by this time the hall is so packed that locomotion is very nearly a physical impossibility. The musical part of the programme was rendered by the Garland Musical Association, opening with the overture to Fra Diavolo, and combining with the "Wheelman Waltz," composed especially for the occasion, and dedicated to the League of American Wheelmen. The full programme contained 14 numbers, among which were many beautiful selections. The zither solo was quite inaudible, owing to the subdued hum from the rear of the hall, but the *Descriptive Idylle*, was an exquisite piece of melody, and during its rendition the lights were darkened, and then raised again descriptive of the "Night at the Brook," and "Day, and the Mill at Work."

Following this immediately came presentation of the medals won by Mr. Kingsland, of the Ramblers club, he having to leave early. Mr. Kingsland, being a Baltimore man, received an ovation when he appeared on the stage, and although he modestly retired on receiving the medals, the crowd would not have it and brought him back for a speech. He returned his thanks in a few well-chosen words, and they let him off finally. The rest of the prizes were given out to the successful winners in a small room adjoining the stage. These medals were remarkably handsome in design and execution, and reflect great credit on the committee. The one-mile L. A. W. championship medals—bicycle and tricycle—were the finest that have yet been awarded for these races. A gold wheel—pendant from two bars to bear the winner's name, etc.—was surrounded by a wreath of laurel leaves in lighter metal, the wheel bearing on the spokes in the central portion the L. A. W. badge with ruby stone, and with two wings outspread above.

Mr. Wallace's humorous recitation was recieved with rounds of applause, and was encored. Mr. MacDermott jumped five feet seven inches, and Messrs. Sprengel and Warwick (no relation to the the hollow rim manufacturer) gave a very clever exhibition of boxing.

To-morrow the ladies will be out in force for the excursion down the bay, and it is purposed to have the affair wound up in a blaze of glory—literally of fireworks.

As one of the daily papers remarks this evening, "the wheelmen owned the city to-day!"

H. CROWTHER.

DON'T fail to look on page 154, and if you do not find a second-hand machine to suit you in the advertisement of the New York Bicycle Co. then you must be hard to please. Mention this paper when you write them.

THE CENTURY RUN.

THE aspirants for the century fame began to gather at the Continental Hotel, Newark, early on Friday, the 15th, and by the time for retiring numbered 38 or 39. Messrs. De Graff and Spaulding were late on account of having to attend a meeting of the Board of Officers, New York Division L. A. W., and a few others were late on account of the rain. Messrs. Evans, of New Brunswick; Whitehead and Murphy, of Trenton; and Clarke, of Flushing, took a little trip down to Brick Church after supper, and were forced to scorch the whole distance back at top speed to avoid being caught by the tremendous rain and wind storm which swept across Northern New Jersey and Staten Island, and did a great deal of damage.

The storm, though severe, lasted but a short time, and really was the best thing which could have happened for us, as the roads were in a frightfully dusty condition, and the air stifling up to 6 P. M. on Friday evening. There was also a serious electrical disturbance in the atmosphere, and the tension was so terrible that during a game of billiards between Waldo Fuller and the other billiard sharp, the electric lights all over the city went out and refused to burn. Very little sleeping was enjoyed at that hotel on Friday night by any of the century party on account of the noise, although the majority were in bed by ten o'clock. The Continental is so close to the D. L. & W. station that the continual blowing off of steam and the passing of horse cars and milk wagons made night hideous, and especially so to men who had the anticipation of a hard hundred miles on the morrow before them. Everybody was called at 3 A. M., had breakfast at 3.30, and with a few exceptions were ready to start at the appointed time, 4 A. M.

The start was really made at 4.20, with forty men in line, and Elizabeth was reached a few minutes later. We were met in the suburbs by Captain Berry, of the Elizabeth Wheelmen, looking enviably neat in his handsome uniform. It was not until Elizabeth was reached that we appreciated the force of the storm of the night before. Trees, in several places, had been blown down; the streets were strewn with debris. At Elizabeth we got our first taste of Jersey mud, and it was the genuine article—soft and as sticky as glue—which afterward baked in the sun until it was hard as a brick. The trees and grass were soaking wet, and a touch of a limb for the men in front meant a shower of water, sometimes blinding one when taken unexpectedly. However, little trouble was experienced when the foot path was good, and we arrived in Westfield in good time, finding Captain and President Dr. F. A. Kinch, Jr., of the Union County Wheelmen, awaiting us with an abundance of splendid hot coffee and all the rolls we could eat. We were a little behind in leaving Westfield, with the jolly doctor in the lead, down the path on the railroad to the Scotch Plains road, and by Front street into Plainfield, arriving there a few minutes behind the time, after one of the fastest stretches of the run. At the Plainfield Bi. Club's house we were welcomed in true Jersey style (all soft), and joined by several of the club, including Dr. Cooley, were soon at it again on the way to Somerville, reaching the county hotel at exactly schedule time, 9 o'clock. Here the whole party rested for nearly a half hour, and the few stragglers on the road from Plainfield caught up.

At Somerville, L. E. Adonis, K. C. W., and I attempted to indulge in the luxury of a shave, with the consequence that he went without anything to eat, and that I got left a half hour behind the party, in company with Messrs. Palmer and Pierson, of the Bloomfield Cyclers, and two others, and did not catch them until two miles below Pennington, from whence, into Trenton, the last eight miles were ridden by the advance squad in 45 minutes without dismount. This advance squad was luckily and somewhat unexpectedly met by one of the Trenton wheelmen, in the outskirts of the town, and as a vicious looking storm was brewing, he took the party by a short cut into the city, arriving at the Trenton House 15 minutes ahead of schedule time, but leaving a disappointed lot of Trenton wheelmen at the Park, through which we had been expected to enter, and very luckily we thus shortened the trip, as immediately after our arrival, a tremendous down pour commenced, and lasted nearly two hours. That portion of the party who had stopped for a rest, just beyond Pennington, were caught in the storm and were forced to seek shelter, all hopes of their finishing the Century vanishing with the coming of the rain. Mr. Ackerson, of the Brooklyns, faired a little better. A good-natured laugh greeted him when he drove up in front of the hotel in a very small covered wagon, enveloped in the volumnious folds of an old overcoat, loaned him by the good-natured, ruralastic driver. The wagon was so small that there were just room for Charlie to store himself and the machine inside, after detaching the handle-bar and backbone. The Trenton club had procured a large empty store, opposite the hotel, for the storage of the wheels of the party, and by having bridges across the gutters and doorstep, made it possible for us to ride directly into the building without a dismount, greatly to the edification of the Trentonians, of whom there were in the neighborhood of 1500 or 2000 gathered in the vicinity of the hotel. In Trenton, as in all the towns along the route, we met with the most courteous and kindly reception, our coming having been anticipated. Our schedule time for arrival at Trenton, was 2 P. M., but we reached the hotel at 1.45, as a very natural consequence of our scorch on the last eight miles. Our time for leaving was 3 P. M., according to the schedule, but the rain detained us an hour, until a little after four, when twelve of the original party and an equal number of the Trenton wheelmen, started for Philadelphia, with our hopes of ever reaching there by wheel, at very low ebb, as Bristol Pike was in many places under water. We lost very little time on the run to Bristol, although nearly every man in the party took a fall of kind or another in the ten miles. Capt. Crozer, of the Trenton wheelmen, who had started at the head of the line to pilot us down the river, unfortunately was forced to drop out a short distance below Bristol on account of the heating of one of the bearings of his machine. Such reports as to the condition of the road from Bristol down reached us as to almost drown all hopes of our getting through, but they proved to be false, as the road improved with every mile until Holmesburg was reached, when a cheer went down the line, and the magic name of "Gideon" electrified us all and gave strength to the weary. Mr. Gideon was accompanied by several other Philadelphians, and before we reached Frankford we picked them up by twos and threes to such an extent that we had sixty-five in line. We'll give every boy the straight tip, that Frankford isn't the —— that it was represented to us as being. We had no difficulty in riding all the way through until within a few miles of our destination, where a short stretch of sand was reached, easily enough ridable except on account of the dusk. The official time of the arrival in Philadelphia was 8.00 P. M., exactly on schedule time, allowing for the hour lost on account of the rain at Trenton.

As soon as the asphalt was struck, a line was formed with President Tucker, of the Associated Clubs, in the lead, and after five or six miles of fine riding, the Belmont Mansion in the park was reached, by way of Girard avenue bridge, the River road and Belmont avenue. The mansion is a celebrated resort where fine dinners and good music are enjoyed. Near the band stand, and in front of the mansion in the open air, a most delightful vista of suggestive plates, etc., greeted the eyes of the hungry cyclists. No mere cold pen and ink could possibly fittingly describe that supper. All sense but that of supreme satisfaction and good will toward everything on earth, and "everybody in Pennsylvania" filled "those hungry cyclists." The meal was just right, none too much, none too little, the only thing that marred the occasion was the absence of Mr. Hart, who, in crossing a car track had taken a bad header and sprained his wrist. After the coffee, Mr. Tucker and Adonis, K. C. W., tried to work the little trap they had prepared for me, but I squirmed out of a very small hole in my usual graceful manner. Mr. Tucker's speech was a model one, and the very essence of cordial hospitality, and on behalf of the great century run I can assure him that the names of Tucker, and Gideon, and I —— C—— Lewis, and Century, and Pennsylvania, and Philadelphia, and all the rest of the myriad clubs and individuals, will be forever graven on the tablets of our memory as synonyms of everything that is hospitable —and beerless. Whew! This question of beer supply must be an absorbing one, in fact it seems to have been all absorbed, except private stock. The 100 miles, completing the century, were finished almost exactly at the Belmont, excepting only by Mr. Douglass, of the K. C. W., who pluckily rode down to the new city building and finished his few necessary miles on the beautiful asphalt surrounding that magnificent pile.

Following is a list of the gentlemen who finished the century, viz: G. L. Warner and Waldo E. Fuller, Second Lieutenant and Bugler, respectively, of the Brooklyn Bicycle Club; F. H. Douglass, of the Kings County Wheelmen; A. W. W. Evans, Captain of the New Brunswick Bicycle Club; F. D. Palmer, Captain, and J. V. Pierson, of the Bloomfield Cyclers; W. G. Speier, J. L. Bromley, and W. T. Fleming, of the Century Wheelmen of Philadelphia; F. R. Miller, Second Lieutenant of the Riverside Wheelmen, New York City; L. A. Clarke, Captain of the Mercury Wheel Club, of Flushing, L. I.; and I have also the name of Mr. J. C. Lukens, of whom I have no personal recollection or record, if the latter gentleman will send me word concerning the matter, I will take pleasure in publishing it.

NOTES.

Among those who contributed life to the party was the irrepressible Mr. De Graff, of the Harlem Wheelmen, who helped make things pleasant for the few who were unlucky enough to be caught in the rain at Hopewell.

Mr. L. H. Wise, of the Long Island Wheelmen, was the only rider unlucky enough to break his wheel, and this occured without material damage to himself, almost within a stone's throw of the hotel at Trenton, through falling against a telegraph pole.

Among the many attractive features of the run were Warner's performances on the mouth organ, and Fuller's bugling.

I have already heard it said that some of those who were caught by the rain are a little "cocky" about it, and are talking about getting up another run on the same lines as this. Hope I'm asked to go, as I want to try it again.

The riding time of the run was almost exactly twelve hours, sixteen hours on the road, four hours stops.

On Sunday, those who did not go on to Baltimore, were entertained by the Philadelphia clubs. Messrs. Messenger, Fuller, Warner and Clarke ran out to "Bring More" for dinner (we will next time), and returned by the Lancaster pike in time to take the 6.35 express for New York. L. A. Clarke.

NEWS AND COMMENT.

A correspondent asks for the best mile made on the ordinary and on the Star, and by whom made. The best mile on the ordinary, world record, is 2.29 4-5, made by W. A. Rowe, Oct. 22, 1886, at Springfield, Mass. The best Star record, as made by C. Frazier, is 2.38 2-5, at Lynn, Mass., October, 1886. Frazier is credited with 2.35 in a practice spin, but this last is not authentic.

By the way, what has become of the Eastern Road Club? It seems to have quietly subsided. Is the club dead, or is it sleeping only?

A Liberty Bill has been introduced into the lower house of the Louisiana Legislature now in session. We hope to advise our readers of its passage at an early date.

The scheme for building a bicycle path between Holyoke and Springfield, Mass., has been abandoned. No great loss, as the road between the two cities is by no means bad.

It is stated that the Mayor of Northampton, Mass., holds that only such walks as are enclosed by a curbing are in law held as side-walks, and he has taken measures to further investigate the matter.

Mr. Wells has gone West to see what he can do with Hal Greenwood on Son-of-a-gun-Hill, after which Mr. Greenwood will emigrate East to see what he can do with Wells on Fords Hill. May the best man win.

The East Hartford (Conn.) Wheel Club's races to be held July 4, on East Hartford track, cover nine bicycle events, and three foot races. Entrance fee, 25 cents; entries close June 30. Address H. E. Bidwell, East Hartford, Conn.

W. J. Cochran, the well-known trainer, expects to go to England soon. Mr. Cochran's services in this country should be in demand, as we have comparatively few trainers in America who make a specialty of preparing bicyclers.

Wheelmen will be charged toll on the old Lancaster pike running out of Philadelphia as soon as the improvements on that

highway are completed. We believe this is the first on record of any proposal that toll be collected from cyclists.

No. 2173 suggests to the Massachusetts Division officials to fix the dates of the Division's Meet at Cottage City, so that the visitors can enjoy the pleasures of a moon. Well, why not? It is a good idea and worthy of the consideration of Chief Hayes add his trusty lieutenants.

The Jamaica Club have invented a name for a new kind of an entertainment; it is "Freezer." This suggests ice cream, and ice cream suggests something feminine. We sincerely hope the Jamaicas are not so ungallaut as to eat ice cream without the aid of some of the fair sex.

Minnesota needs a Liberty bill and some good common sense. Rev. H. Long was arrested in Currie, Minn., for riding his bicycle on the streets of that delectable town. Currie suggests something hot, and we only hope the Rev. Mr. Long will make things hotter than Currie for the solons perpetrating the outrage.

Sapient advice given by a worthy contemporary, "Don't swallow too much cold water when hot." The question of "what did he mean?" will be the subject discussed by the members of our club debating society at an early date. After it has been decided (?) we will lay it on the shelf alongside the question of "which part of the wheel moves the faster, the top or bottom?"

Mr. A. G. Fisher, of New Haven, Conn., desires to acknowledge, through the columns of this paper, the generous contributions of the Pope Manufacturing Co. and the Overman Wheel Co., of $100 each, to aid in the building of the New Haven to New York path. Mr. Fisher reports growing interest, and, if the subscriptions come in as expected, the work will be commenced right away.

The "Stroller," in writing to the *Wheel* in reference to the feat achieved by Wells in climbing Eagle Rock six times, says the man or the wheel "is not built" that can down Mr. Wells' record. All we can say is that Mr. Shurman *was* "built" a good many years ago, and that if the machine on which he rode the hill twelve times was *not* "built" when the "Stroller" prophesied, then we congratulate the Springfield people on the wonderful speed with which they can turn out wheels.

HARTFORD WHEEL CLUB ROAD RACE.

A very close contest, that of the Hartford Wheel Club's five-mile race held last week Wednesday. It showed pretty good handicapping, four out of the six starters finishing in a bunch. The six starters and their handicaps were—Ludwig Foster, scratch; F. T. Reed, 1m.; F. D. Hatch, 1m. 30s.; C. H. Way, 1m. 30s.; H. K. Lee, 2m.; J. B. Spencer, 2m. When without two hundred yards of the finish, Hatch, Lee, Spencer, and Reed were all together, and then the final effort was made, resulting in Hatch winning, and the others following as named. Way did not finish, and Foster, meeting with bad luck, was placed last.

The actual time made by each man was: Hatch, 18m. 45s.; Lee, 19m. 22s.; Spencer, 19m. 52s.; Reed, 19m. 9s.; Foster, 19m.

SHURMAN GOES UP AND DOWN EAGLE ROCK TWELVE TIMES.

On June 17, in the presence of witnesses as named below, J. H. Shurman, of Lynn, Mass., on a Springfield Roadster, went up and down Eagle Rock twelve times without a dismount. This means 24 miles of continuous up and down hill work. The time consumed to perform this feat was 3h. 39m., and the time of each round trip was as follows: 17, 18, 20, 18, 17, 16, 18, 18, 18, 20, 20, 19. The hill is just one mile long. During the performance the heat was intense, being about 95 to 97 in the shade. This beats Mr. Wells' record by just double, and is a wonderful performance. The officials, timers, checkers, etc., were: Joseph Stooyker, Newark, N. J.; Paul H. Bangs, New York Wheelmen; L. S. Kloz, E. N. Y. Club; C. A. Silver, Concord, N. H.; W. H. P. Veesey, Newark, N. J.; Harry Spencer, Newark, N. J.; W. H. White, Newark, N. J.

The machine ridden was the ordinary roadster with a gear over 52-inch and with the regular length of levers, in fact it is a regular stock machine.

NEW ORLEANS ROAD RACE.

On June 10 the Louisiana Cycling Club held their second race for the Renaud cup. The following were the starters and their handicaps: W. E. Hobson, handicap, 6 minutes 38 seconds; L. J. Frederic, Jr., 4.17; W. M. Hathorn, J. W. Jay, 4.06; E. M. Graham, 2.41; A. A. Ruhlman, 2. 25; M. S. Graham, R. G. Betts, scratch. The distance run was 10 1-2 miles. For the first few miles the men kept the positions as named above. Jay was the first man to come to grief, but as no damage was done, he was up and off again. When about 6 miles out, Hawthorn took the lead, and Jay came second. The heat was great, and the pace began to tell, so that two miles from the finish Hobson and Ruhlman dropped to the rear. When within 400 yards of the finish E. M. Graham fell from his machine, overcome by the heat. Betts who was a few feet behind stopped, and together with Hobson and Ruhlman removed the sick man into the shade, and with ice water soon brought him round. So near the finish did this occur, that the men who were behind E. M. Graham would not take advantage of his sickness, but allowed him to finish 4th. Hathorn finished first in the good time of 52.42, nearly a quarter of a mile ahead of Jay, 54.22; M. S. Graham third, 54.52. This leaves the two, Graham and Jay, tied for first place, each with 18 points. Betts 16, Frederic 14 points, being close up. Hathorn did not participate in the previous race, so has heavy odds to make up. For yesterday's event Messrs. W. H. Renaud, Jr., officiated at the start and A. M. Hill and C. M. Fairchild at the finish. Bi.

HILL CLIMBING AT BEAVER FALLS.

GRADE OF ROSS' HILL.

The post-poned hill climb of the Beaver Valley Wheelmen took place on the 14th inst. on Ross' Hill, Beaver Falls. The hill is 3507 feet long with a rise of 340 feet, and the grade is as follows, average about 10.4:

First, 188 feet,	- - - -	rise, 1 in 11 3-4
Next, 75 feet,	- - - - -	" 1 in 4 11-16
" 337 feet,	- - - - -	" 1 in 6 1-3
" 300 feet,	- - - - -	" 1 in 8 1-9
" 1100 feet,	- - - -	" 1 in 11 7-16
" 1000 feet,	- - - -	" 1 in 13 8-9
" 507 feet,	- - - -	" 1 in 10 1-7

These elevations were taken with an "aneroid" but will not vary ten feet from correct height of hill. E. T. W. Craig, of Beaver Falls, fell off after riding 1793 feet, and was awarded the gold medal for first prize; W. D. Banker, of Pittsburg, fell off after riding 250 feet, and was awarded the silver medal for second prize. Craig rode the hill on June 10, and Murray, of Sewickley, on June 3. This is considered a right smart hill in this neck of the woods.

Duquesne.

ROAD RACING—AN OPINION FROM A NEW JERSEY SUBSCRIBER.

Editor Bicycling World:—Having noticed in the columns of your paper somewhat comment on the subject of road racing, I ask the privilege of expressing my ideas on the subject. I do not think I stand alone in the opinion that road racing, especially when a large number are allowed to enter, is not only extremely dangerous for those participating but is also a nuisance to the public who make use of the roads. When bicyclers are working to gain the free use of the road, the same as carriages, it does not appear reasonable or discreet that they should resort to courses which of themselves are calculated to set the public against the wheel. Wheelmen, if they wish their rights to be respected, ought not to trample upon the rights of other users of the public highway. We all, as members of the League, claim for ourselves that we are respectable citizens of of the United States, and therefore we ought to consider as our aim both courtesy and regard for others' as well as our own rights. We have been successful in procuring the enactment of a law—in New York and in New Jersey—giving to the wheel the same right as carriages, subject to the same restrictions; and, as we are desirous of obtaining the passage of such a law in other states, we ought not harbor anything which will incur the ill feeling of the public, thereby rendering it difficult to gain the acknowledgment of our rights. Let us hear from some one else upon this subject. Leo.

A TRUE LADY AND A TRUE GENTLEMAN.

Editor Bicycling World: For the first time, in the annals of cycling history, our little villiage of about 350 inhabitants, located in in the very Eden of Pennsylvania's woods comes to the notice of your many readers, or perchance this attempted communication may find a soft bed in your waste basket; but if so, let it go slowly, for I am no expert at letter writing much less at cycling. We take many nice spins over our wretchedly, miserable, rough, bone-shaking pike (a misnomer), and then some of our old and young unlubricated, half civilized, ignorant, yea semi barbarous cranks, have the impudence to inform us we have no right on the

road. Some day they may learn their mistake, to their sorrow, minus a few idol dollars. There are exceptions and we meet some people on our highways who are not selfish and mean. Last week on a little 5-mile night run to Mount Jay, we met a 2-horse team driven by Mr. R——— accompanied by his lady friend, Miss H———, both from Lancaster, Pa. His horses stopped and balked, we put our wheels in a by-road, and went to his aid; we tied their limbs with our kerchiefs, their ears with cords, threw dirt in their mouths and applied the smarting lash, and almost pushed the buggy over them, but no go. We apologized for having been the cause of his horses stopping; Mr. R. never spoke an angry word to us, did not curse and swear and even exonerated us from all blame, and told us to get our wheels and he would wait till his horses got ready to move on. I ran my wheel with lamp lit, rang my alarm, blew my whistle sounding, nearly on his team but no go, so we had to leave them. Miss H——— sat cool and collected, unexcited, she a true lady, and he a true type of a gentleman for some of our colossal ignoramuses to use as a model to imitate. J. H. Yohey

FROM TACOMA, W. T.

Editor Bicycling World: The wheel has come here to stay. When I arrived on Puget Sound six wheels would cover all at Seattle and Tacoma, and most all cheap wheels. Now we have a club of over forty in this city, and over thirty riders in Seattle. A club will be formed in that city tomorrow evening, and on the Fourth of July Seattle boys will hold a race meet. All amateur, except five-mile race. I run against Trotter. Fifteen of the Tacoma wheelmen on Sunday last steamed up the Sound to Seattle; the wheelmen of that city gave them a picnic dinner some four miles from the city. Although the run was over a mountain road it was without any accidents, and the first round was declared a grand success. On June 1st the Tacoma wheelmen hold their first ball and reception, which promises to be a very swell affair. This promises to be a great wheel tour, as the public take to it kindly, although we have nothing but up and down mountain road. The boys are receiving your paper, and say it is "the best," and of course yours truly thinks the same. Yours, Prince Wells.

Tacoma, W. T., May 29, 1888.

A SHORT ESSAY ON ROAD MAKING.

We are indebted to Dr. S. A. Defoe, of Washington, N. J., for the following article written for the *Star* of that place, and so excellent is it that we hope to hear of its being reproduced all over the country. We hope that every wheelman will see to it that articles of this nature be republished in his local paper. Keep up the agitation, drive it into them, it is the only way to accomplish the end in view. We append the article in question:

"Our country roads are a disgrace to this progressive age. Everything is being improved but the country road, and that gets worse year by year, although we pay tax enough to have smooth, solid highways everywhere. Our roads become almost impassable during portions of autumn, winter and spring; just at the times when most needed by the farmers, who desire to reach town to do business at the stores; but they stay away rather than risk smashing their wagons and crippling their horses in the endeavor to reach town through deep ruts, canals of slushy mud, and over masses of jagged rocks; and all the while merchants mourn for the unsold goods on their shelves—let them insist on the authorities giving us good roads, they will have business all the year round, and not by 'fits and starts.' The way to do it is to levy a slight general tax, and repeal the old cowpath law, which permits people to 'work out their road tax.' Such 'work' simply consists in heaping mud and rocks out of the gutters upon the road-bed, which by far, had better be left undone. And now, a few words about the way to make a smooth, solid road. Mud and large stones should be removed from the road-bed; they are not wanted on the roads, for they mean extra labor to horses, jerking and smashing of wagons and carriages, and increased wear to the road. Take hard stone, flint or granite, broken to the uniform size of an inch and a half, so that each piece will pass through a two-inch iron ring, shape and smooth the road-bed so that it is slightly higher in the middle, in order to carry off rain, and then spread it over with three inches of broken stone; use no clay for 'binding,' and take a heavy roller filled with sand, to give it more weight, drawn by a pair of horses; this process will combine and 'bind' the broken stone, and yield a solid road-bed that will require but little attention to keep it in repair, and make it a 'joy forever' to the man who has a fine horse to drive, and to the farmer, 'the butcher and baker, and candlestick maker,' who desires to bowl along a smooth, solid road to transact his business, which can be done in half the time now taken on the wagon-breaking, horse-crippling apology dubbed a 'public highway!'—even a gravel road would be a thousand-fold better. Having made the road as above directed, give it two or three coatings of broken stone for the first year thereafter; it will require but little attention by the supervisor, who should carefully examine it occasionally, and at the slightest sign of rnts, have them filled at once. When the road is properly made and rolled, wooden scrapers and birch brooms should be used to keep off the mud and dust—'tramps' could be utilized for this purpose. A crushing machine for breaking stone could be purchased at a reasonable price, that would break about a mile of stone per day. The people want good roads, and they are bound to have them, instead of the cowpaths for which we pay such heavy taxes now." D*"

CYCLING BY THE OUTING CLUB OF SAN FRANCISCO

The Outing Cycling Club, which was formed about one year ago, has taken new life by the addition of several members, some of whom are among the leading wheelmen on the coast. S. F. Booth, Jr., for a long time associated with the Bay City Wheelmen, and one of their most active members, was elected Captain unanimously, and by his genial and witty manners has won his way into the hearts of his fellow members already.

It is the intention of the new Captain to thoroughly explore the country in the neighborhood of this city within a radius of fifty or seventy-five miles, by which time he expects his men will be in such good trim that they can wind the season up with a long ride. He intends to select routes where there will be scenery to relieve the eye, instead of going over the same humdrum routes like the other clubs. Several Saturday-Sunday runs have already been arranged, which include visits to some of the springs in the vicinity of San Francisco, where the boys can enjoy a dance Saturday evening, and have a good ride next day.

The membership of the club is limited, there being but fifteen active members present, and anyone desiring to come in has to undergo a strict examination by the Investigation Committee, besides being personally acquainted with the officers of the club, before their name can come up for initiation.

On the 3d inst. an informal run was had to Sam Mateo and vicinity. On the 23d there will be a run to Camp Taylor and vicinity under command of the First Lieutenant, as the Captain will be off to the Yosemite on a trip; June 30th a run through the San Ramoan Valley, returning via Dublin and Haywards. This latter is a rough trip part of the way on account of the amount of hill climbing to be done, but it is a very picturesque route.

Later on a trip via Santa Rosa and Mark West Springs through Calistoga and down the Napa Valley. This is a trip taken by but few wheelmen, but it is one of the finest in the State, the roads being excellent, and the fare and treatment at the Springs very fine.

"1884."

See page 154 and read the New York Bicycle Co.'s advertisement. Mention this paper when you write them.

RECENT PATENTS.

List of recent patents relative to bicycles and tricycles, furnished from the office of Henry W. Williams, attorney-at-law and solicitor of patents, 258 Washington street, Boston,—

No. 379,557. Bicycle Step, Thos. Benfield, Newark, N. J.

No. 379,812. Velocipede, P. L. C. F. Renouf and I. W. Booth royd, London, England. Relates to the steering head.

No. 379,907. Velocipede, H. M. Pope, Hartford, Conn. Assignor to Pope Mfg. Co. A tricycle.

No. 379,955. Velocipede Handle, Harry D. Hedger, Boston.

380,059. Umbrella attachment for bicycles, Clarence Snowden, Cincinnatti, Ohio.

380,221. Velocipede boat, F. J. and Wm. R. Ross, South Hadley Falls, Mass.

380,495. Velocipede, E. G. Latta, Friendship, N. Y. Assignor to Pope Mfg. Co. A tandem tricycle.

380,770. Tricycle, H. W. Schiermeyer, Dayton, Neb.

380,886. Bicycle, C. F. Hadley, Chicopee, Mass. Assignor to the Overman Wheel Co.

381,038 Velocipede, Chas. F. Stillman, New York City. For children.

381,144. Tricycle, F. E. Kohler, Canton, Ohio.

381,165. Velocipede seat, H. M. Pope, Hartford, Conn. Assignor to the Pope Mfg. Co.

381,274. Velocipede, A. H. Overman, Newton, Mass. Assignor to the Overman Wheel Co.

381,504. Tricycle, Richard Mullins, Newark, Ind.

☞ A copy of the specification and drawings of any one of the above patents will be furnished on receipt of twenty-five cents (the government charge) by Mr. Williams.



ABBOT BASSETT, Secretary-Editor.

Illinois Meet,

To he held in Springfield, July 4, 1888.

The citizens of Springfield have subscribed liberally for the affair, and enough financial backing has been secured to make this meet the red letter one of our division.

The programme covers two days, but the meet proper one day.

The first day, July 3d, at 1.30 P. M., racing at Butler's Driving Park; there will be some good events, or at least should be, as the principal prizes will be handsome ones—two $50 gold medals with diamond centre, and a $30 gold handle silk umbrella, with a number of minor prizes.

At 8.30 there will be a lantern parade of short duration by the local and visiting wheelmen, after which an impromptu smoker will be held.

The second day, Wednesday, July 4, at 8 A. M., will be runs to the different points in and surrounding the city.

9 A. M. Business meeting in the Senate Chamber of the Capitol, after which we are expected to act as escort to the citizen's parde.

1.30 P. M. A run to the extensive grounds of the Springfield Fishing Club at Cedar Lake. This is by far the handsomest private fishing grounds in the State, and through N. H. Van Sicklen, our C. C., we have been invited to visit these grounds. The members of the club will be on hand with their ladies to extend their well-known hospitality to the visitors.

The grounds are distant from the city about eight miles, over good dirt roads, with a fair sprinkling of hills to break the monotony of the ride.

Impromptu runs can be organized, and guides will be furnished to show the roads to the surrounding owns, should any of the visitors desire to go.

9 P.M. The banquet tendered to the members of the Illinois Division, L. A. W., it is hoped that all who come will arrange their stay so as to attend this the principal event of our Meet. Some good speakers and good music is promised, and the "entertainment committee" are sparing no pains or expense to make this a grand success.

It is unnecessary to praise our fine pavements, so bring your wheel and try our thirty odd miles of cedar blocks. Rain cannot spoil our Meet, as we can ride in ten minutes after the most severe storm.

All, or any League members, of the neighboring Divisions are invited to be with us and we will entertain as best we can. It is hoped that St. Louis will send some of her "first-class men" or Chicago will sweep everything. A nominal fee of fifty (50) cents will be charged as entrance money to those who desire to enter any of the races, and the chairman, S. M. Clarke, will furnish full information in regard to events, etc. Entries must be all in by noon of July 2d, 1888.

All members who wish can secure rooms at any of the hotels in advance by writing the chairman, Thomas F. Sheridan, of the Reception Committee. All railroads have a fare of one-half for July 3d to 7th to Springfield on account of the monster celebration of the city.

For further particulars address the General Secretary, W. S. Reed.

For the Capital City Cycling Club,
W. S. Reed, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 144—Total 116—10,234.

BOSTON, June 22d, 1888.

CALIFORNIA DIVISION—2—347.

San Francisco Bi. Club.

19379 Stanford, Hubert H., 2401 Buchanan st., San Francisco

Unattached.

19419 Thorn, Chas. Jr., Alameda

CONNECTICUT DIVISION—1—420.

Unattached.

19387 Russell, A. B., 223 Dixwell ave., New Haven

DISTRICT OF COLUMBIA DIVISION—11—119.

Capital Bi. Club.

19380 Butler, Frank F., 934 F st., Washington
19382 Hansman, Max, 1310 I st., "
19381 Hanna, Benj. W., Navy Department, "
19383 Leming, Jos. E., 409 15th st., "
19384 Schooley, Dr. Henry M., Pacific Bld'g., "
19385 Tipton, Thomas C., Le Droit Park, "
19386 Wagner, J. West, 1704 9th st., "

Washington Cycle Club.

19421 Knox, Geo. V., 803 K st., N. W., "

Unattached.

19479 Brown, Harry B., 1923 Penn. ave., "
19420 Boteler, J. A., 1328 Mass. ave., N.W., "
19422 Merrill, Geo. W., 519 K st., N.W., "

ILLINOIS DIVISION—11—599.

Cairo Bi. Club.

19423 Vincent, G. B., 315 3d st., Cairo

Illinois C. C.

19479 Evans, H. O., 347 Wash. Boulevard, Chicago
19480 Rawleigh, J. H., Adams st., "

Joliet Bi. Club.

19477 Foltz, Herbert W., Joliet
19488 Treat, Lincoln A., 419 Richards st., "

Unattached.

19484 Crocker, Geo. L., Maroa
19483 Lyons, J. C., "
19485 Daniels, N. S., Jerseyville
19473 Ruckel, Jos. B., 218 So. 5th st., Springfield
19474 Beaton, A. W., "
19475 Willett, Sam'l. J. Jr., "

INDIANA DIVISION—3—180.

Indianapolis Wheelmen.

19481 John A. B., Jenney Electric Co., Indianapolis

Unattached.

19486 Alling, Howard S., Madison
19487 Sappington, O. B., "

IOWA DIVISION—2—128.

Unattached.

19447 Ott, Jno. R., Washington
19448 Stryker, W. R., "

KANSAS DIVISION—1—129.

Wichita Wheelmen.

19449 Jones, Frank H., S. L. Davidson Mfg. Co., Wichita

KENTUCKY DIVISION—1—75.

Unattached.

19388 Thompson, A. H., Maysville

LOUISIANA DIVISION—1—44.

Louisiana C. C.

19450 Peale, A. H., Jr.. 52 Union st., New Orleans

MAINE DIVISION—1—115.

Unattached.

19455 Little, Frank H., 31 Exchange st., Portland

MARYLAND DIVISION—4—397.

Chesapeake Wheelmen.

19389 Burgess, E. J., 1405 W. Fayette st., Baltimore

Cycling Ramblers.

19451 Reifsnyder, John L. Jr., Westminster

Unattached.

19390 Miller, Frank K., 310 German st., Baltimore
19391 Wiel, Asher, 601 W. Baltimore st., "

MASSACHUSETTS DIVISION—7—1122.

Unattached.

19456 Cloyes, C. Josiah, Ashland
19426 Dodge, Arthur W., Beverly
19427 Moulton, Lester E., "
19454 Kerr, F. N., Webster Bank, Boston
19424 Bottomley, Harry B., 42 Vine st., Lynn
19457 Ford, S. L., Box 198, Haverhill
19425 Buckman, Frank A., Box 92, Swampscott

MICHIGAN DIVISION—8—261.

Detroit Bi. Club.

19392 Bolsh, Geo., 656 Jefferson ave., Detroit
19393 Marshall, Geo., 8 Telegraph Block, "
19394 McFarlin, Jas., 90 Griswold st., "
19395 Simmons, M., Detroit Emery Wheel Co., "
19396 Thorne, Geo. T., 34 Macomb st., "
19397 Whelden, Frank, 86 Woodward ave., "
19398 Williams, Chas., 184 " " "

Unattached.

19482 Lansing, F. M., Howell

NEW HAMPSHIRE DIVISION—2—95.

Manchester Bi. Club.

19458 Chadwick, J. T., 53 Douglas st., Manchester

Unattached.

19417 Whittier, Albert E., So. Newmarket

NEW JERSEY DIVISION—4—656.

Hudson Co. Wheelmen.

19399 McLaughlin, Geo. E., 237 Warren st., Jersey City

Owl Bi. Club.

19452 Parker, Albert C., Bordentown

Unattached.

19400 Chew, Chas. M., Millville
19488 Johnston, Walter, Washington

NEW YORK DIVISION—35—2188.

Brooklyn Bi. Club.

19428 Allen, M. L., 765 Carroll st., Brooklyn
19429 Bradner, F. N., 91 Harrison pl., "
19430 De Witt, H. G., 896 Union st., "
19435 Quimby, C. F., 273 Ryerson st., "
19431 Harding, G. S., 239 St. John's pl., "
19432 Hegeman, T. B., 561 Lafayette ave., "
19433 Kenyon, W. N., 216 Berkeley pl., "
19434 Powell, B. A., Hempstead

Buffalo Bi. Club.

19490 Bliss, Wm. A., 85 Lexington ave., Buffalo
19491 Courtey, Geo. H., 222 Virginia st., "
19492 Jackson, B. F., 687 Prospect st., "
19493 Johnson, W. H., 177 Morgan st., "
19494 Seal, Jos., 385 Main st., "

Glen Cove Wheelmen.

19460 Skinner, E. Darwin, Glen Cove

Manhattan Bi. Club.

19459 Coulter, W. L., 1117 10th ave., New York City
19436 Josepthal, Ernest, 128 E. 72d st., "

Troy Bi. Club.

19401 Beiermester, C. F., Troy
19402 Cridge, A. G., "
19403 Lisk, E. H., "
19404 Frirgs, R. C., "
19405 Little, S. J., "
19406 Magill, L. B., "
19407 Magill, W. D., "
19408 Marks, H. B., "
19409 Mead, Zach A. Jr., "
19410 Parmelee, B. G., "
19411 Pombo, F. W., "
19412 Salisbury, C. E., "
19413 Smith, W. M., "
19414 Ulrichs, Fred A., "
19415 Van Kemen, J. F., "
19416 Wheeler, Frank, "

Unattached.

19438 Stanley, B. S., Box 145, Cazenovia
19453 Schullinger, J., 238 East 58th st., New York City
19437 Abraham, Reuben, 46 E. Jefferson st., Syracuse

OHIO DIVISION—5—799.

Central Wheelmen.

19462 Kleybotte, Rudolph, 1024 McMillan st., Cincinnatti

Cincinnatti Bi. Club.

19439 Taylor, R. E., 10 Vine st., "

Findley Wheelmen.

19461 Briggs, Clifford G., Findlay

Unattached.

19440 Wilson, F. E., Niles
19486 Emerson, Edwin, Miami University, Oxford

PENNSYLVANIA DIVISION—17—1305.

Unattached.

19443 Case, A. J., Connellsville
19444 Filcer, W. J., "
19445 Madigan, M. J., "
19446 Woods, S. D., "
19463 Boorman, Harry, 4554 Wakefield st., Germantown
19464 Boorman, Wm., 4554 Wakefield st., "
19471 Supplee, I. H., Maplewood ave., "
19472 Wilt, H. L., 116 W. Penn. st., "
19465 Brown, A. W., 329 So. Front st., Philadelphia
19468 Entwistle, A. B., E. Jefferson st., Roxboro', Philadelphia
19441 Hering, Carl, 3816 Spring Garden st., "
19466 Herzog, H., 4101 Pine st., "
19467 Hurley, Harry, Evening Call, "
19469 Kirk, H. L., 817 Preston st., "
19470 Rubenkamp, E. W., 1640 Market st., "
19442 Tate, John M. Jr., Sewickly
19418 Clark, C. H., Williamsburg



INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

LEADING MOUNTS FOR 1888.

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Manufactured by the KINGSTON KNITTING CO.,

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Our goods are made in beautiful colorings, in **Plains,** in **Stripes** and in Mixtures, for **Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Dress Suits, etc.**

Our **Knickerbockers, Knee Tights** and **Full Body Tights** are made in three weights, with special reference to comfort and durability, furnished with re-enforcements, Suspensory Pockets, **Fly Fronts,** and back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market.

Our Jerseys in **Plains** and **Stripes** are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves, and Sleeveless, with Low Necks, Single Collars, English Turn-over Collars and Laced fronts, and for comfort, beauty and elasticity are not excelled.

Our **Bicycle** and **Lawn Tennis Coats** are made in two styles and weights, in Stripes, Plains and Mixtures, and are this season the most stylish and popular garments worn. These goods, with our ribbed Sweaters and Stockings to match, are the leading styles, and used by the best trade.

Our **Fine Worsted Bicycle Hosiery,** in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers.

Our **Glove-Fitting Hosiery,** with double heels and toes, is without a rival, and all of our goods are offered to the trade at very reasonable prices. Correspondence solicited. Address,

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THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 48 to 58 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Beeston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "off year" for the three-wheeler, thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. L. H. JOHNSON, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

TANDEM TRICYCLES of Latest Pattern, both Humber and Cripper types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. L. H. JOHNSON, 404 and 403 Main st., Orange, N. J.

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WANTED AT ONCE — Cheap second-hand wheels to sell on commission; rates low and a good market. Correspondence solicited. BAINBRIDGE BI. AGENCY, Bainbridge, N. Y.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886. **CARTER'S**



Foot Rest,

FOR THE STAR,

For Easy Coasting.

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HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,

55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,

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Each Garment in above cut we make in three different qualities.

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Please mention this paper.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

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PRICE $1.00.

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Will send by mail on receipt of price. Send size of Waist and Hip.

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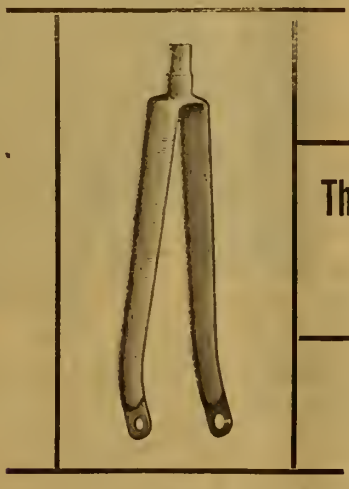
CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach, Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

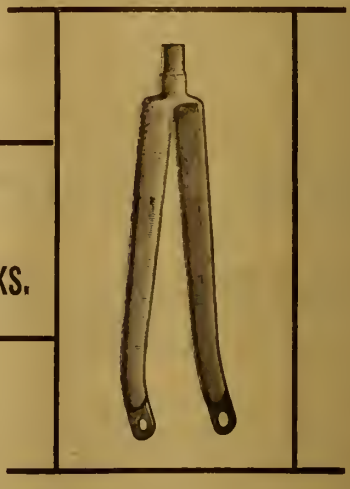
Greatest Possible Rigidity for Given Weight of Metal.

In Only Three Pieces.

A Record of Never Breaking or Twisting.



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POPE MFG. CO.,
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THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 29 JUNE, 1888.

Volume XVII.
Number 9.



SPECIAL.

All Advertisements in this Department 20 cents a line.

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ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Beeston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "off year" for the three-wheeler, thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. L. H. JOHNSON, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

TANDEM TRICYCLES of Latest Pattern, both Humber and Cripper types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. L. H. JOHNSON, 404 and 403 Main st., Orange, N. J.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886. CARTER'S



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FOR THE STAR,

For Easy Coasting.

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THE NATIONAL A HIGH GRADE BICYCLE.



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Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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Knee Breeches only $4 a Pair.

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THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

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UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, $1.00. AFTER FIRST YEAR 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and *enclosing a stamped addressed envelope for reply.*

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Clarke, Chas. M., 110 Diamond st., Pittsburg, Pa.
Fales, Frank L., 24, Franklin st., Milford, Mass.
Johnson, Lewis J., 24 So. Bow st., Milford, Mass.
Littleford, Thos. S., 4th and Plum sts., Cincinnati, Ohio.
McCargo, Chas. S., 162 Ridge ave., Allegheny, Pa.
Stephenson, Abram B., 141 North ave., Allegheny, Pa.
Windock, A. P., 4232 Fifth ave., Pittsburg, Pa.

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"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

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In this Department, 15 cents a line. ☞Cash must accompany the order.☜

GREAT BARGAIN—36-inch Kangaroo; nearly new; ball bearings; Sparkbrook Tricycle; open front, ball bearings. Address J. W. CARTER, 172 Columbus, ave., Boston.

FOR SALE—Or will exchange for bicycle worth $100—new unused Canoe. G. L. MAGILL, First National Bank, Chicago.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $60; 52-inch British Challenge, $40; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

$35 BUYS a 50-inch Standard Columbia; in good condition; everything sound. Box 82, Muncy, Pa.

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RUDGE HUMBER TANDEM—Good as new; 52 or 54-inch rear seat. Will sell very cheap. Address F. W. SHERBURNE, Barre, Vt.

$185—Quadrant Tricycle, nearly new, for sale at very low price. WM. HOMAN, 440 Water st., New York.

FOR SALE—A 48-inch semi-racing Star, in fine condition. P. O. Box 32, White Haven, Pa.

58-INCH Columbia Racer for sale, very cheap; nearly new; spade handles, rat trap pedals, tangent spokes. C. J. CONOLLY, Rochester, N. Y.

FOR SALE—Victor Bicycle, 52-inch wheel; used one season. Cost $140; price now $65. This is a rare bargain. Call or address J. A. CLAFLIN, Bank of Redemption, Boston.

FOR SALE—Columbia Light Roadster, 51-inch, latest pattern, entirely new; run only 130 miles, half nickel finish. A new machine in every way, with lamp, cyclometer, stand, etc. Cost of the whole outfit, $165. Will sell at sacrifice, including everything. Address W., care Geo. D. Hazard, 83 Equitable Building, Mass.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

FOR SALE—A Columbia Tandem, new in 1887; in perfect order. Address A. H. FLACK, Claverack, N. Y.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

Cycle Dealer, - - - Lancaster, Pa.

Send for catalogue of Cycles. I sell them all, and it will pay you to deal with me. A full line of Sundries always on hand. Difficult Repairing a Specialty; 10 years' experience. Broken Backbones, Hollow Forks, Hollow Handle Bars, etc., repaired without showing the joints, and guaranteed to be as good and strong as new.

MARTIN RUDY,

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

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SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

Stolen! Reward!

On June 20th, my No. 15 Quadrant Tandem, No. 2302, was stolen between 3 and 5 P. M., from the store corner of 134th street and Seventh avenue, New York City.

Machine was nearly new; had on it a Lakin Cyclometer, nickeled "King of the Road" head lamp, chime bell and a Lamson Bundle Carrier.

I will give a reward of $25 for the return of the machine, or information leading to its return, to 2285 Seventh avenue, or 112 Liberty street, New York City.

W. M. FRISBIE, League No. 6426.

The Cyclist's Road Book

—OF—

Connecticut and Westchester.

BY CHARLES G. HUNTINGTON.

By Mail, $1.50. Connecticut Members of the L. A. W., $1.00.

Address

D. J. POST,

Drawer 11, - - Hartford, Conn.



$3.00 $3.00

TOULMIN'S BUFFALO BICYCLE SHOE,

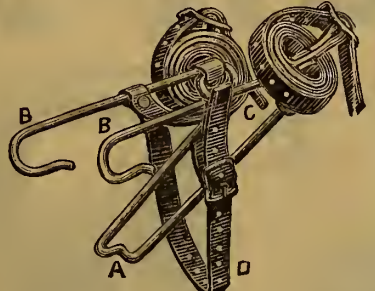
Is made of the finest genuine Kangaroo in every size and width **Price, per pair, $3.00.**

Liberal discount to club and Bi. Agents.

☞Send for Circular.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

OLYMPIA. A monthly magazine (English), devoted to cycling, lawn tennis, cricket, rowing, fishing, hunting, shooting and every known sport. $3 a year post free. For sale by Bicycling World Co., 12 Pearl st., Boston.

Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our **Celebrated $3 Custom-Made Pants,** or finer goods if you desire.

Sent by Mail or Express. Measuring for Pants, and Full Suits.



VESTS, $2.25 COATS $8.00

Suits, $13.25 to $30.00.

A pair of *Pant Stretchers* will be given to each *purchaser*, if mention is made of this paper.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, $1.00, Postage Paid.

JOHN HANLEY,

Bookseller, Stationer and Printer,

171 Woodward Avenue, - Detroit, Mich.



CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

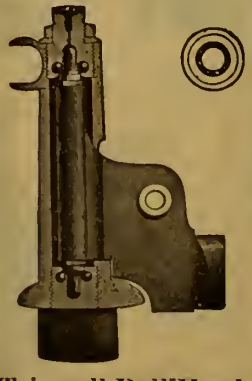
NEW MAIL.



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

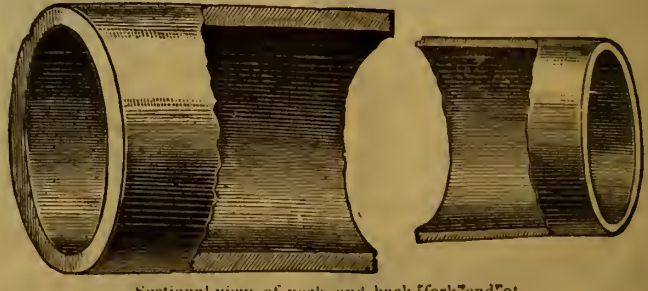
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.

Specialties Found in No Other Wheel.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.
☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.
GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.
TO OUR ADVERTISERS.
Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.
☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.
☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.
TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 29 JUNE, 1888.

WE understand that a suggestion was made by certain members of the League during their visit to Washington to make a formal address to President Cleveland, setting forth the L. A. W.'s strong points, aims and objects, especially as looking to improved highways. The idea was a good one, and we are rather sorry it was allowed to slip by. The moral effect might be good.

THE WORLD has always held to the idea that because a man rode a wheel of some description it was not any reason why he should be allowed a special dispensation permitting him to depart from his usual gentlemanly deportment and play the role of a barbarous Yahoo or a North End rowdy. Men will be boys, and sometimes the savage gets the upper hand in our make-up, and causes us to do things and perform acts which in our thoughtful moments we are ashamed of. If men, however, feel the Yahoo nature rising in them, if they are conscious that the instincts of a North End rowdy are getting the upper hand, then it behooves them to hie themselves to spots where the Yahoo flourishes and the North Ender revels. There are times and places for everything, and whether the hour of 8 P. M. is the time, and the public corridors of a first-class hotel is the place for a supposed refined and civilized being to air the Yahoo and rowdy element that for the time has possession of him, is a question our readers can decide as well as we can. It is a painful fact that there is too much of this outrageous disregard for other people's feelings among cyclers. A case in point is that of an extremely good hotel not one hundred miles from Salem, Mass., the proprietor of which has actually taken the stand that he does not want the cyclers' patronage because of the conduct of a certain class of rural rowdies, and city cubs who have made themselves obnoxious to the decent, respectable guests of his hotel. The trouble is that the odium of such conduct falls on all alike. Taking it for argument's sake that five per cent. of riders are of the obnoxious class, the other ninety-five per cent. must suffer. It takes a very small percentage of any club or class to bring disrepute on their more respectable associates or kind. When comes to pass that through the savagery of a few cyclers, all who wear shorts and ride a bicycle are looked on askance, it is about time to take some measures to stop such exhibitions. For our part we should like to see every club and the League make a rule to expel any member who has been found guilty of any act unbecoming a gentleman, and if the prancing round the halls of a hotel at an early hour in the evening in scant attire, insulting the servants of a hotel and drenching the beds of lady guests with water, is not unbecoming in a gentleman, then we would like to know what is. Heretofore charity has kept our pen quiet to a certain extent, but hereafter when any well established case of a breach of the rules that govern common, decent behavior comes to our knowledge we shall not hesitate to handle the matter without gloves, and hold up the culprits to the contumely they richly deserve.

THE LADY OF THE TRIKE.

ON magic wheels
She swiftly steals
O'er paths her fancy striking;
Beware the maid
Thus early strayed,
On dewy roads a-triking.

As on she whirls,
This queen of girls,
The rosy light is gleaming
O'er face so bright,
A tempting sight,
'Twould set a hermit dreaming.

The morning mist
The wild rose kissed,
And sweet its perfume rising;
Her light wheels sweep
'Gainst flowers asleep,
That wake with sweet surprising.

'Twas chance, no doubt,
That brought you out,
For early morning biking;
'Tis tempting fate,
You'd best be late,
When my lady goes a-triking.

June 12, 1888. "WHIRLIGIG."

NEW JERSEY DIVISION POSTPONEMENT.

(Special to the World.)

AFTER consultation between Dr. Cooley, Chief Consul, and committee from Orange Wanderers, it was decided to postpone the annual meet of the New Jersey Division from 4th July to 14th and 15th September. The programme will be an exhaustive one; runs and races on the Roseville track, and hill-climbing contests in variety. Big riders and big prizes. Orange Wanderers' five-mile handicap race on Roseville track, 5.30 P. M., July 3. RATCHET.

Newark, N. J., June 27, 1888.

THE NEW CASTLE BICYCLE CLUB PROGRAMME.

THE races to be given by the New Castle (Pa.) Bi. Club, July 4, will comprise the following events:

On Jefferson Street Hill, 10.30 A. M., sharp—Hill-climbing contest.

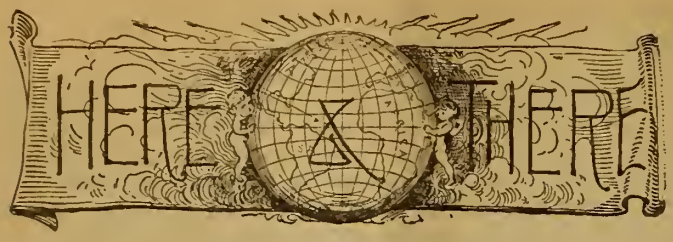
At Wheelmen's Park, 2.30 P. M.—One mile, novice; quarter mile, State championship; one mile, open; 3.30 class, one mile; half mile, national L. A. W. championship; half mile, boys under 15; quarter mile, open; one-mile, State championship; two mile, lap race; 3 minute class, one mile; quarter mile, boys under 12; one mile, Rover type safety; half-mile, open.

NOTE.—Novice and 3.30 classes for machines weighing not less than thirty pounds. Class races must be won within ten seconds of the limit, and open races as below, or no prize will be awarded:

Quarter mile, 45s.; one mile, 3.10; half mile, 1.35; two miles, 6.30.

Special circumstances requiring any change in limits will be announced from Judge's stand.

Special rates at hotels have been secured for visiting wheelmen. Entries close July 2; fee, fifty cents. Address C. L. White, New Castle, Pa.



CHICAGO ITEMS.

I LEARN from good authority that the Chicago Club are about to issue a road book showing important roads and routes in this vicinity. This book will certainly fill a long felt want, as nothing of the kind has been obtainable heretofore. The book will contain several desirable and expensive maps, and all information will be condensed as much as possible. The club is to be congratulated for having taken this step, and the book will certainly meet with a ready sale at fifty cents per copy. The greater part of the road information is the result of five or six years of personal touring by the various members of the club, chief of whom is Burley Ayers, who is a guide book of himself. The Chicagos have withdrawn their rule restricting their rooms to the use of members only, at the request of many outsiders, who find the rooms very convenient for spending a half hour after dinner. The club rooms are now open to every one, and wheelmen will find papers, pool table, cards, smoking and wash rooms at their disposal.

THE Illinois Cycling Club had a run to Wheeling on the 11th that was fairly well attended.

THE South Side Tricycle Club will hold a picnic at Riverdale on the Fourth, with perhaps a week's outing in Wankesha County, Wis., later in July.

SPOONER, of the Lincoln Cycling Club, is developing considerable speed of late. On the 10th he won the five-mile road race of his club in remarkably good time.

A LARGE party of Chicago riders will start June 30th to wheel from here to Peoria in three days, taking the night train at Peoria, arriving in Springfield the morning of the 3d.

THE general impression is that Winship should not have accepted the time medal in the Pullman race, as the admittedly confused timing made a decision impossible where the times were so close as were his and Van Sicklen's.

THE Chicago Division of the Illinois L. A. W. had a combined run to Pullman on Sunday, the 17th. The heat was intense, but the turnout was large, though it might have been much larger had proper notice of the run been given, many wheelmen not knowing that it was to take place.

IT is reported that Winship has challenged Van Sicklen to contest another race over the Pullman course. Under the present circumstances it is thought that Van will pay no attention to such a challenge. Van holds the record now, and intends to hold it. Whether he can do it successfully or not remains to be seen. Those who know him of old have great faith in his grit and staying qualities.

THE Illinois State Division meet to be held in Springfield July 3d and 4th has every promise of eclipsing all former efforts in this direction in the West. We have been tendered the freedom of the city, will have the use of the Senate Chamber in the $4,000,000 Capitol for the division meeting, and goodness knows how many other things we are to have. A good time is assured, and the wheelman who misses it will—well, *miss* it.

THE re-instatement of Geo. Hendee is looked for by the many friends that he made while here. His application for League membership has been presented, it being announced by him that he has permanently retired from the race track. Phil Hammel is another one of our old racing men who would like to return to the fold, and I think he should be allowed to do so, as Phil was never a professional at heart. [He has been taken back—ED.]

I NOTICE a glowing account of how Lumsden rode the "Sand Patch" in the Pullman race. If he did ride it he certainly showed poor judgment, as one can walk at a faster pace and with much less exertion than when riding. The correspondent who states that Lumsden is the first cyclist to ride through this "wheelmen's Jonah" was mistaken. Joe Powell and Hal Greenwood are both reported to have ridden it some years ago; the actual credit of having first ridden it under ordinary conditions undoubtedly belongs to Thorne. Van Sicklen and Burley Ayers have since "got the hang" of it.

MINNEAPOLIS NOTES.

"VERNON."

SEVERAL of the boys took advantage of the cheap rates between here and Chicago, and went down Saturday night. W. P. Pauley was seen spurting down the avenue with a grip-sack in one hand and a time-table in the other.

FRED BOWERS and Charles Wicht are in hard training for their race at the millers' picnic, Saturday.

LAST Sunday E. J. Hale, Colie Bell, Geo. Bartlett, W. J. Reid, A. M. Buchannan and Chas. Wicht went to Wayzata, and returned by way of Minnetonka Mills. It being 90 degrees in the shade no fast riding was indulged in. At Wayzata, Hale and Bell had a little hill climbing contest, but both came in a "dead heat," as usual. They tried the hill back of Wayzata, and found it not only being steep, but also sandy, especially at the top. From Wayzata to Minnetonka Mills, Hale and Bell beat the other men about twenty minutes. It is only a matter of five miles, but it took the first-named an even hour to make it. The road is through dense woods, and is not traveled enough to get it smooth. Buchannan was taken with the cramps before he got to Wayzata, but he very pluckily held out until they got back to the city. He declared he would never ride a bicycle any more, or take part in any more of the club runs, but Thursday night he was around at the club rooms trying to find some one to take a spin down to St. Paul to see the ball game. Speaking about ball games reminds me that President Roach of the Standard Bicycle Club, of St. Paul, was here the other day and wanted to know "when we wanted to play ball." The boys down there had seen the little note that I had put in one of my letters, and had worked themselves up to fever heat about it. The Minneapolis cyclists will have to play ball now, or take water.

NEW JERSEY NOTES.

"RATCHET."

THE Baltimore tourists who started from this city and Orange, had a sad experience, according to all accounts. The woes of the Orange Wanderers are thus covered by the Orange *Chronicle*, 23 June: "The Orange Wanderers had a rough experience in their century run on Saturday last. Twenty-one men started from the club house at 4.50 A. M., and got along well enough until Elizabeth was reached. Then mud eight inches deep was struck and the fun began. Seven of the men gave up, and the remaining fourteen reached Rahway three-quarters of an hour late. New Brunswick was reached over an hour too late for breakfast. Two more men dropped out. The roads began to dry up, and Princeton was reached in good time. They then ran into a series of terrific thunder showers. They rode through three and were drenched to the skin. They reached the outskirts of Trenton and laid up over two hours in a brick yard shed, half famished. They were then half a mile from their hotel, where dinner was awaiting their arrival. The hotel was reached three and a half hours later. At Trenton ten took a train to Philadelphia and six went on to the L. A. W. meet at Baltimore. They returned on Wednesday. The married members of the club were much impressed with the lady bicycle riders. One member, while in company with one of the fair riders, became so oblivious of the surroundings that his machine ran into a rut, and he took a header, resulting in breaking up his wheel and himself. The club will make another attempt in the fall."

CHARLES STENKEN stopped at the University track in Philadelphia, to practice on his way to Baltimore, and beat the record on that track in 2.51 1-5.

THE latest rumor in this vicinity is that a 24-hour hill-climbing contest is to be arranged, the battle ground to be Eagle Rock. I hope, however, that we will see many moons before such a scheme assumes a tangible shape.

THE one-third of a mile bicycle handicap at the Orange Athletic Club's games on the Roseville cycling grounds, 23d, was won by Harry A. Wolcot (scratch), in 57 1-4s.; W. Keck (30 yards), second, 59 1-4s. C. Henning, H. S. Baker, 30 yards each, also started. Wolcot won the two-mile handicap from scratch, in 7m. 19s.; Keck, second.

THE Oranges will be the scene of a big blow out on Independence Day. The New Jersey Division, L. A. W., will hold its annual business meeting in the morning; have a parade after dinner, and later in the afternoon hold a grand race meet on the famous Roseville track. When it is announced that the Orange Wanderers have the affair in hand, it is safe to wager that it will be a success.

A FEATURE of the opening of the new grounds of the New Jersey

Athletic Club, at Bergen Point, July 4, will be the cycling events, six of which are on the programme. The quarter-mile cinder track is pronounced excellent. The races will begin at 1.30 P. M., and with "Jonah" Wetmore as prime manager, are bound to be successful. The events will be open to all amateurs riding machines weighing 35 pounds or over; entrance fee, 50 cents for each event; entries close June 28. The programme announces a one-mile novice, two-mile novice, one-mile for members of N. J. A. C., one-mile handicap, two-mile handicap, one-mile consolation. First and second prizes will be awarded in each event. I understand the Plainfield Bi. Club will decide their club championship on the grounds, but cannot state it for a fact.

LONG ISLAND NOTES.

"WING-FOOT."

The great lantern parade of the Kings County Wheelmen took place on the evening of Thursday, the 21st inst. The line formed on Brevort Place, right resting on Bedford avenue opposite the club house, which was gaily decorated with lines of Japanese lanterns depending from the balconies to the street, and arching the street between the electric poles. The members of the Brooklyn Ladies' Tricycle Club were gallantly given the right of line immidiately after the Marshal, Captain M. L. Bridgeman, and the pace-makers, Messrs. Douglass and Hibsen. Following the ladies, came the Kings County Wheelmen, seventy strong; the Brooklyn Bi. Club, seventy men; the Universal Cycling Club, forty men; and a large number of unattached riders, in all nearly 250 riders. With the Kings County Wheelmen rode Charlie Schwalbach and Eddie Austin, as they were familiarly called, mounted on a tandem over which was raised an immense Japanese umbrella, surmounting the top and hanging from the points of which were seven large lanterns. The rig presented a very beautiful appearance, but, as Charlie afterward said, "it was blankish hot." The route was down Bedford avenue to Division avenue and return. The sidewalks were crowded with the usual number of "fair ones," and the favorites, especially the pacemakers, received generous applause. After the parade the club received its friends at the club house, where an elegant spread and entertainment were provided. The Brooklyn small boy was more than usually present, and but for the presence of the police would have precipitated several murders before the start. The police were, in fact, more than usually efficient, which is probably attributable to the presence of Superintendent Campbell, who is as ambitious as anybody to be known as one of the boys.

The Universal Cycling Club is commencing to attract notice not only by the large numbers it turns out, but by the excellence of their riding.

Messrs. Irwin and Ebbets, of the Huntington Bicycle Club, took a little trip to Brooklyn on Saturday, having been entertained in the meantime by the Brooklyn Bi. Club.

The Brooklyn Ladies' Tricycle Club enjoyed their first moonlight club run down to Coney Island and return Wednesday night (20), with several gentlemen to accompany them, and although some of the ladies were somewhat tired by the length of the trip, they are still as enthusiastic as ever. In the fall they expect to increase the membership very largely.

The probability is that this month will be a monumental one in the way of records on the road. Within the past two weeks a number of centuries have been made besides the great century, and of course the latter will bring up the club records very materially. The mileage of the Brooklyn's aggregation, on the century alone, will foot up nearly 520 miles.

The Brooklyn Bicycle Club will hold their club road championship races on the Fourth of July, and their one-mile novice and one-mile championship races on the Queens track on the same day. In addition to these the following races will be run on the Queens track on the Fourth: One-mile novice, roadsters only; two-mile handicap, roadsters only; half-mile, for boys under fifteen; one-mile safety race, and an open event. Particulars later.

A grand afternoon parade will be held to-morrow, the 30th, by the Brooklyn Bi. Club, assisted by the other clubs from Brooklyn, New York and the island. Captain Spelman expects, weather always permitting, to have very close to 500 wheelmen in line, and judging from the success of the Kings County Wheelmen's parade, there should be nearly if not fully that number. The line of the parade will be as follows: Form on St. Felix street, right on Hanson place, to Flatbush avenue, to Sixth avenue, to Union street, to Henry street, to Montague street, to Clinton street, to Schermerhorn street, to Lafayette avenue, to St. Felix street and the club house, where refreshments will be served. The line moves promptly at 4 P. M. (N. B.—Guests will please be careful not to trample on the luxuriant lawn in the rear of the house.)

NEW ENGLAND.

"THE JOTTIST."

Not one thousand miles from Biddeford, Me., there lives a journalist who rejoices in the ownership of a bicycle. We say "rejoices," with certain misgivings, as we learn that the bold, bad youths of the town where abidith this scribe, take delight in placing pins, with the business end up, in the saddle of the newspaper man. We are further informed that the same evil-disposed youths take fiendish delight in capturing the aforesaid bicycle and hiding it away while the newsgatherer is "inside" somewhere "seeing a man," or in search of the evasive, though toothsome item. The last adventure of this character occurred a few days ago, and after having spent half a day looking for the missing wheel, and having discovered it on the awning of a store he took a seat upon a flour barrel in front of the store, and as he wiped the perspirtion from his face with an office bandana, he fell into a meditation upon the many advantages of owning a bicycle, and as his thoughts reverted to the occasion he vaulted into his saddle which was bristling with pins, a look of quiet determination settled upon his face, which somehow seemed to convey to those who were watching him the impression that his bicycle could be bought very cheap.

The Columbia Club, of North Attleboro' Mass., clambaked and base balled at the annual field day of the club last week. The two nines, actives and associates, scored 78 runs in five innings!! National League manager will please take notice.

The parade at Springfield, Mass., last Friday proved a great success. There were over 175 men in line. The Springfield Club turned out twenty-three men; the Y. M. C. A. Bicycle Club, twenty-eight men. So pleased were the participants that they want the promoters to get up a lantern parade.

The Wethersfield, (Ct.) bicycle Club road race, June 22, was a grand success. Mr. Frank Morton started the five who compose the youngest riders of the club, the older ones acting as pacemakers. C. H. Hanmer took the lead immediately and held it, not being headed once; W. H. Warner started last, and was in the rear when passing Amidon's corner, but finished second. The time of each was: C. H. Hanmer, 5m. 45s.; W. H. Warner, 5m. 50s.; C. W. Fenn, 6m.; T. B. Dix, 6m. 4s.; V. J. Bailey, 6m. 7s.; distance one one-half miles.

The Rhode Island Division may not be large, but it is lively, and its members are workers, if we may judge from the following clipping: "Messrs. Dole, Bennett and Gibbs rose bright and early the other morning and loaded with the new League road boards, plastered the available poles and trees along the highways with them. Chief Consul Davol and the Warren wheelmen have, some time since, set up the boards over their route, and the work of signboarding the principal highways of the State is now nearly completed." There is a moral and hint here that "those who run can read."

A curious case is now being heard in the Supreme Court at New Haven, Conn. It seems that John C. Thompson, the plaintiff, used to keep a rubber and bicycle store on Orange street, and bought goods of the Beacon Valley company on credit and to sell on commission. When he failed he had returned some goods to the manufacturers and the rest were turned over to the trustee. The Beacon Valley Rubber Company, by its attorney, Mr. Sweeney, of Naugatuck, induced City Attorney Cable to issue a prosecution against Thompson for embezzlement. After a lengthy trial Thompson was acquitted by the city court, and he at once brought suit, claiming $5000 damages. It was tried by a jury in the superior court last spring and a verdict was given for the defendent. Mr. Thompson appealed to the courts, where it is now being tried.

NEWS AND COMMENT.

When cyclers ride on the sidewalk in defiance of the law and pedestrians' rights, and when the same individuals, on being remonstrated with, retort "I don't care a hang for the law," then it *is* time that the law step in and *make* these sidewalk fiends care just a little bit. These remarks are prompted by reading a certain item in the Rochester (N. Y.) *Union*.

Seventy-six races, sixty-two firsts, eight seconds, and two dead heats is Temple's racing record during the period of his stay in Europe.

Binghamton, N. Y., will hold a tournament August 6th. We will give particulars more in detail later.

An exchange says "the hill-climbing cranks are hard at it." Yes, the "cranks" are at it, and so are the "levers."

Mr. Wells warns riders against the danger of over-doing in hill climbing. Men with no training or not having proper physiques are in danger of over-exerting.

The Crawfordsville, Ind., meet on July 4th is an assured fact as the quarter-mile track is completed. An attractive programme is arranged, and the mile State championship will be run. All wheelmen are cordially invited.

The Fort Dayton Wheelmen, of Herkimer, N. Y., will hold their first race meeting at the Herkimer Driving Park on July 4th. The value of prizes will agregate $200. The track is fine, and the prospects for a successful meeting is good.

If there is one thing more than another that delights the heart of the Pennsylvania Club man it is to scorch some unfortunate member or members of another club. Perhaps the Washington men can tell us something about this peculiar trait?

Mr. Howard M. White, of Trenton, claims the honor of being the only Trenton wheelman who accomplished the century run from Newark to Philadelphia on the 16th. He does not understand why his name was omitted from the list of those who went through.

The statistics of club representation in the parade at Baltimore as published in the Baltimore papers and reprinted in our New York contemporary contain some glaring errors. For instance the Boston Club is credited with 45 men, while in reality there were only three or four.

Mr. R. Philip Gormully, President of the Gormully & Jeffery Mfg. Co., of Chicago, was in Boston last week, and we regret that when he called at the office to see us we were out. Mr. Gormully left the torrid climate of Boston last Saturday for the more moderate latitude of Chicago.

Captain Kendall, of the Boston Club, is getting up a complimentary run in honor of ex-Captain Whitney. The destination and dining place will be Great Head House, Winthrop. Associate members will take the B. R. B. & L. R. R. R. J. Tombs will pilot the associates.

An English Bishop, anxious to obtain statistics about his clergy, sends a blank form to the church wardens, among which the question of "what *carriage* and general deportment does Mr. ——, your Vicar possess?" The answer on one of the blanks came back: "Our Vicar, Rev. Mr. ——, does not own a *carriage*, he only has a tricycle," etc., etc.

The English papers seem to look on the fashion of members of clubs passing appropriate resolutions on the death of a fellow member as being "singular." For our part we regard this English view as being something very odd. Is there anything singular in a "family of men" taking some such action on the death of a valued comrade? We certainly fail to see the eccentricity.

Last week M. S. Grant Tobias, one of our brother wheelmen and also Consul for East Mauch Chunk, while on his way pedalling through East Mauch Chunk suburbs, took a severe header, the consequence of which was a fracture of the right arm above the wrist. Mr. Tobias has our sympathies, and also our congratulations, as he holds accident policies which will well support the arm.

The California L. A. W. Division nominated the following Division officers' ticket to be voted on at the State annual meet July 4: Edwin Mohrig for Chief Consul; J. Phil Percival, of Los Angeles, for Vice Consul; Alex S. Ireland, of Oakland, for Secretary-Treasurer, and George H. Frost of Pasadena, C. C. Moore of Stockton, and Dr. Thomas L. Hill of San Francisco, for representatives.

Our friend Page, of St. Louis, is "at it" again. He says that some of the editors of the cycling press do not know how to spell. We wonder if Mr. Page can spell the following words—"insult, apology, crawl." Then again, we asked Mr. Page for the definition of the word "amateur," but up to date he has been unable to define. Will the great censor of the cycle press please answer, and excuse us for living?

The question as to who is the oldest man in the League is getting to be an interesting one. Certainly our friend, No. 2753, who hails from San Francisco, has a fair lead so far. He writes: "In the 'News and Comment' column of your issue of June 1, I notice a claim by No. 5040 that he is fifty-nine years old and the *oldest rider* in the L. A. W. I shall be sixty-three years old next August, ride a fifty-inch Xtraordinary, learned to ride in 1880, and have ridden ever since. Perhaps 5040 would be willing to handicap himself enough to make it even between him and No. 2753."

Wheeling gives some interesting accident statistics as to the number of persons killed and injured in the city of London during a period of twelve months. There were 127 killed by vehicles, and nine by cycles; there were 3986 injured, 53 by cycles. This is a fair showing and by no means indicates the cycle as being the limb-breaking, death-dealing machine the general public is fond of representing it.

No. 9760, of Bloomfield, N. J., desires to correct the statement that Coningsby was the first man up Eagle Rock on a crank machine. He says: "Allow me to give a little information for the benefit of those who read in the World of June 8th that Mr. Coningsby's Victor safety was the first crank wheel on which Eagle Rock Hill has ever been climbed. The above statement was incorrect, for it is well known in this vicinity that Mr. R. D. Mead, of Roseville, has frequently climbed the hill on the 48 or 50 inch Harvad he used to ride a couple of years ago, and Mr. D. Oakes, of Bloomfield, succeeded in accomplishing the feat on Thanksgiving Day, 1887, on his 55-inch Regent, the machine put out by Trigwell & Co., of ball head fame. This latter ascent was witnessed by the writer. The hill has been found by measurement with a Lakin Cyclometer to be 61-64 of a mile long, from the sign post at the foot to the top of the last rise, and 7-8 of a mile to the upper bend. I hope we may some day see a statement of the grade, for I believe it has been ascertained."

"Rectus," of Pittsburg, Pa., sends us the following cutting and comment on same: "'A. C. Banker and F. G. Lenz, of the Pittsburg Cycle and Athletic Club, made quite a performance with the wheel yesterday. They left the city at precisely 5 o'clock and ran to Newcastle and back, a distance of 102 miles, in exactly four hours, arriving home at 9 o'clock.' The above is an extract from the Pittsburg *Times* of this date (June 18). Such a performance will take the breath of even our California brethren, for it not only discounts their record, but a rider who can make 25 1-2 miles an hour for four hours on the roads between Pittsburg and New Castle is capable of *anything* on a track. Is it not wonderful, to say the least, that Messrs. Banker and Lenz do not hold more of our amateur championships? But I would suggest that before they claim the record they go out ready for fast riding and adopt the plan of Messrs. Brewster, Matthews and Austin, of San Francisco."

The experience of some of the Brooklyn (N. Y.) Club members at the Carrollton, Baltimore, Sunday and Monday evening should be a bitter lesson to these men, and one that should warn others inclined to be too funny. If the men implicated were the only ones hurt we should not care, but such actions as were reported are an absolute harm to cycling, an insult to the League, and a disgrace to the club of which they are members. If the inclinations of club members are of the character generally ascribed to the hoodlum let them choose some more befitting field for their antics than that of a respectable hotel like the Carrollton. It is too bad that a club should suffer for the actions of a few members, but the only way to do is to put the official stamp of its disapproval on those actions, and let the world know that it does not wink at such pranks.

TEMPLE INJURED.

(By Cable to the World.)

Just as we go to press we are advised by cable that Temple has been seriously injured at Amsterdam, Holland. He fell from his bicycle on Wednesday last while practising, and was for hours unconscious. No bones were broken, but internal injury is feared.

CALIFORNIA DIVISION MEET.

At Stockton, Cal., July 4, the State L. A. W. Div. will hold its third annual meet. The list of events—3-mile handicap race, 1-2-mile obstruction race, 20-mile L. A. W. State championship race, 1-mile L. A. W. State championship race, 5-mile national championship race, 1-mile handicap race, 1-mile novice race, 1-4-mile dash, 1-2-mile dash, 1-mile safety race (Rover type), 2-mile handicap race. There will also be a game of base ball, and in the evening trick riding, club drill, and a grand wind up with a dance. One of the crack bands of the State has been secured for the day, and will furnish music at the races and at the ball. The races will be started at 9.30 A. M., and the track on which they are to be run is a fine four-lap track; a writer describes it as being "simply immense."

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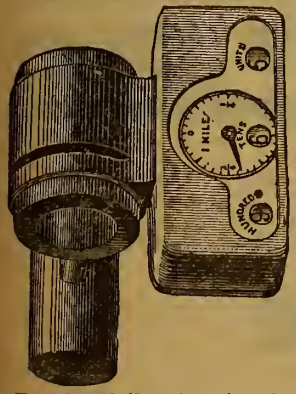
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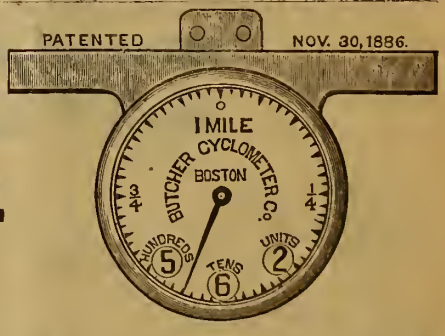
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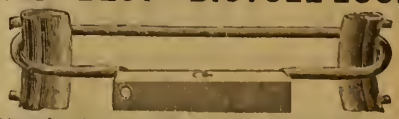


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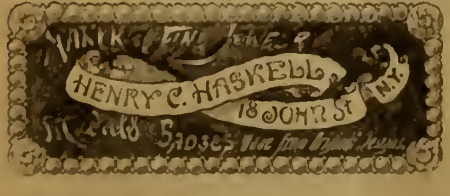
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NINTH ANNUAL MEET.

(Concluded.)

WEDNESDAY, JUNE 20.

BRIGHT and clear breaks the morning of the last day of the meet, and many a weary wheelman wonders why he has been called so early. When a man doesn't get to bed until three o'clock in the morning he is apt to fancy that seven is too early an hour to be called out of a comfortable bed. After the busy and exciting day yesterday at the races and the parade, and last, but by no means least of all, the smoker in the evening, there was some difficulty in getting the two club runs off on time, the wheelmen all feeling that a lounge in an easy chair at the various club houses was much pleasanter than mounting the saddle, even though a more delightful morning for a ride never dawned.

The earliest party of wheelmen out yesterday morning was composed of Western riders. Prof. C. H. Stone, the veteran rider, Dr. Keith, Representative F. J. Suda and W. E. Hicks, of the *Post Dispatch*, put on the St. Louis badges and started out at 5 A. M. for an early breakfast at Captain Mayberry's. They picked up Messrs. Dose, Hills and Schuler, of Chicago; Cowdin, of Delphos, O., and Byers, of Parkersburg, W. Va., and made up quite a party for so early a trip.

It was fully nine o'clock before the party gathered at the Rambler club house to make the run through Druid Hill Park to the Pikesville Arsenal, and under command of Captain Clotworthy, of the Ramblers, some forty or fifty started off by the Pimlico road to Halsted's, where the detachment from the Carrollton were met, and then to the Arsenal, returning by way of the Pikesville road to the city, which was reached in time for dinner and to allow a brief rest before boarding the steamer for the bay trip.

The principal run of the day was the shell road run, and upwards of forty men, under the leadership of Mr. Ehrmann, of the Centaur Club, left the Carrollton about 9.30 to meet the various other detachments. Down North avenue and across to the shell road, where they met the rest, swelling the number to 113; thence the course lay over one of the most famous of the Baltimore cycling routes. Catching now and then a glimpse of the sparkling waters of the bay, and with the firm road bed, which holds never a rut, under their wheels, the pace grew warmer and warmer, until finally, as the enthusiasm grows more intense, down go the heads and "Pennsy" is off on her familiar scorch, with the Centurians right with her. They all string out along the road until Middle River is reached, where, after a short lounge and rest, the wheels are all turned toward Paine's, where a true Maryland soft-crab dinner awaits them, to which such justice is done by the hungry crowd that mine host looks alarmed more than once as he circulates between the kitchen and dining-room. At four o'clock the Columbia swings into the wharf to take the wheelmen and their wheels, white with the peculiar shell road dust, aboard, and as General Agent Webb is in a hurry, they are hustled on board with little ceremony, and the downward journey to the bay is fairly begun. It was fully 3.15 before the steamer left Light street wharf. Long before that hour the wheelmen began arriving, accompanied by their fair friends, and when the fasts were cast off and the gang-planks hauled in there were upwards of fifteen hundred people on board; just enough to fill the boat comfortably without crowding. The day was a perfect one for the excursion, the sun shining brightly, and a cool breeze tempering its rays as the steamer steadily steamed out of the basin into the Patapsco, and toward the open waters of the bay. The committee could have done nothing better calculated to hold enjoyment for the close of the League meet than this trip. Bay Ridge is the Coney Island of Baltimore, and although not of course to be compared with the gay resort of the great metropolis, is still quite interesting to all.

Varied was the crowd on the broad decks of the "Columbia," and a stroll through the throng well repaid the trip. Here is a gentleman, who, to be decidedly swell, has donned a frock coat with his knickerbockers, and—horrors—a high silk hat. To tell the truth, the Baltimore contingent rather played it on the visitors. How, in the name of common sense, *could* they expect us to carry boiled shirts and stiff collars around with us on the backbones of our machines? Baltimore's fair daughters smiled just as sweetly—if not a little more so—on the strangers as on their old acquaintances.

The manufacturers are well represented. Mr. Hill, of the "Club" wheels, chats with Mr. Gormully, of Chicago, and Jno. A. Wells hob-nobs with Mr. Bassett, while he thinks how soon he will have to tackle Shurman's latest record on Corey Hill, posters of which performance are being posted all over the boat by Mr. McCune. Speaking of manufacturers reminds me that the O. W. Co. had the ladies' parlor at League headquarters engaged, and kept open house for the entertainment of all wheelmen and wheelwomen.

By this time the noble steamer has ploughed her way well down the bay, and the various points of interest are pointed out to the visitors by the Baltimoreans on board, and as a great many of the latter are ladies, it is astonishing to note what interest is taken in the local places. Fort McHenry attracts much attention from the visitors, and one veracious Baltimorean points out the identical flag-staff, from which floated the banner immortalized by Francis Scott Key, and around to the right of the channel the waves still roll above the spot where the masked battery of the fort opened upon the line of barges in which the British were attempting their debarkation, sinking and scattering them with such havoc that the backbone of the attack was then and there broken. Fort Carroll now looms up in the centre of the channel, an uncompleted marble fort, which was begun a number of years ago, and left uncompleted when the experience of the rebellion showing the little value which stone walls possessed against modern guns. Soon we turn into the beautiful Severn and steam up past the academy grounds, past the school ship Constellation and the monitors, to the wharf at Annapolis, where a landing is made to enable us to take a short run through the town and academy grounds and buildings. We are too late for dress parade, but the future admirals of the navy we intend to possess "some day" line the wharf and inspect with critical eyes the pretty girls of the party. Some old brass cannon, with quaint inscriptions in Latin, French and Spanish, adorn the grounds. Death-dealing instruments in their time, they have come to serve no other purpose than to afford speculation for the curious. Half an hour gives very little time, with all there is to be seen in this interesting town, but time is limited, and we back out for Bay Ridge with our party augmented by a number of Washington wheelmen who rode to Annapolis to meet us. An orchestra on the forward main deck discourses all the latest airs, and a piano on the lower deck, operated by my worthy colleague, Mr. Collamer, is furnishing music for those who desire to trip the mazy waltz. Evidently cordial relations have not yet been sufficiently well established between the Baltimore girls and the visitors, for the latter are waltzing with each other while the ladies look on.

Here is Bay Ridge, and now for supper. A grand rush is made for the spacious dining pavilion, and 500 are seated at a time. Evidently our Baltimore hosts have done the thing up in style, judging from the menu. Mr. F. J. Hart, formerly of the Reading restaurant, was the caterer, but he had evidently failed to realize both the number on hand and the extent of a hungry wheelman's appetite, for the service was exasperatingly slow, especially to those unhappy mortals who stood outside gazing through the glass partitions which separated them from their more fortunate brethren within.

All were finally served, however, and the crowd rapidly filtered away, some to the dancing pavilion, where, to the strains of the orchestra, merry feet kept time to the entrancing strains of the music. Turn about was fair play, and those of the gentlemen who showed a desire to monopolize a lady's attention for too long a length of time were unceremoniously hustled to the rear.

Eleven o'clock, and the boat's whistle sounding hoarse and shrill, warns all laggards to hasten, and now she casts off, homeward bound. The night is, by special engagement with the Maryland Division, simply perfect, and as the glorious moon swings up the purple vault, flooding all the horizon and the blue waters with silvery light, one would ask in vain for anything to complete their happiness. So think many of the sentimental couples strolling along the upper decks or hunting the cozy nooks in the shelter of wheel house and cabin, and vainly regretting that the lights of Baltimore are fast looming up in the distance.

After the boat was well on the way home the drawing for the prizes of the "Entertainment Fund" took place under the supervision of the League officials. President Kirkpatrick was placed in general charge, and Secretary-Treasurer Brewster and Chief Consul Hodgson of Louisiana were the auditors, Mr. Davol drawing the tickets. With Chairman Pope's assistance, and the BICYCLING WORLD's representative looking on, the work was rapidly completed, and as the result of the scheme the Maryland Division realized $1951 from this source alone, and the sum went no inconsiderable way toward paying the expenses of the meet. Name of winners are as follows:

First prize, ticket 917—W. B. Rhett, Jersey City.
Second prize, ticket 959—No name given as yet.
Third prize, ticket 2963—C. H. Malleson, Hudson, N. Y.
Fourth prize, ticket 1352—L. P. Clephane, Washington.
Fifth prize, ticket 2954—C. J. Blodgett, Detroit.
Sixth prize, ticket 232—E. T. Mudge, Baltimore.
Seventh prize, ticket 2648, E. C. Rice, Port Deposit, Md.
Eighth prize, ticket 1662—J. W. Smith, Bloom Centre, O.

The great success of the meet is due to the untiring efforts of the committees, assisted by the Baltimore Wheelmen. To Chairmen Mott, Pope and Eisenbrandt, Chief Consul Mealy and Secretary-Treasurer Lockwood, the thanks of your representatives are es-

pecially due for many courtesies received and aid extended, and I know that all the visiting wheelmen will carry with them warmest thoughts of Baltimore's hospitality. The arrangements could not have been excelled, and have been rarely equalled. Thanks to you all, our generous hosts.

But here's the wharf, and as the Columbia's wheels cease to revolve and as she brings up to the wharf, the Ninth Annual Meet of the League of American Wheelmen is a thing of the past. Now before I lay down my weary pencil, allow me space for just one question: "What's the matter with Philadelphia in 1889?"

"ARIEL."

THE VISIT TO WASHINGTON.

I WANT to preface this letter with the hope that my readers will pardon any outbreak, or display of too great pride in or consciousness of the most royal way in which the D. C. Division treated the visitors from the late Baltimore meet on Thursday last. Be it understood, although I am one of the D. C. members myself, I did no work in the interests of the League until that day in the afternoon—and then only a very little; so it is not egotism in the singular number, but rather a general spirit of loyalty, to our little Division of 108 members (a slim score or so of whom bore the burden of the labor), that animates my pen.

By various trains, Thursday, came

SOME THREE HUNDRED VISITORS

from Baltimore—including V. P. Hayes, Secretary Bassett, S. C. Bull, and many other notables. As fast as they arrived they were conducted to the (now unused) rink, where facilities were afforded for a good wash. At 12.30 a lunch of sandwiches, crackers, punch, lemonade, soft drinks, and (yes) beer was served to the hungry and thirsty; and at 1 Chief Consul Atwater piloted the boys through the public buildings, including Treasury, State, War and Navy Departments, Corcoran Art Gallery, Smithsonian and National Museums, and Capitol. Then back again for more refreshments, and another wash, and next a

VISIT TO THE PRESIDENT,

in which over two hundred took part. Grover received us cordially, shook hands with each, smiled on all—especially those who murmured Buffalo—and bowed low to the ladies. A D. C. Div. and a Baltimore Cycle Club badge adorned his ample breast when the line had passed him, and he expressed himself greatly pleased with the gentlemanly bearing of the wheelmen. A previous admonition not to let off any "What's the matter with Grover?" or the like, probably had the happy result of prepossessing the next (?) President greatly in favor of the cyclers as a national body. I wish we had had a whack at each of the aspirants for nomination, as Republican candidate, now still wrangling at Chicago, especially Harrison, whom I believe will be the man, in order that if by any lucky chance one of them should supplant the genial Grover, he too would have already been induced to look upon us as coming voters, whose support and good will was not to be sneezed at.

The boys were then photographed, and taken to a local brewery, where the

ST. LOUIS ACT

was done by the genial Teutonic proprietor, Mr. Henrich, to the *full* satisfaction of the riders, who were much thirsty; then back to the rink for still more refreshments. Thus far the trip to Washington had not cost the boys a cent, and they showed their appreciation of the character as well as the cheapness of the entertainment, by carrying off Atwater on their shoulders, and shouting till they were hoarse. At last the tired and hot crowd dispersed to their several hotels for dinner, and at 8.30 they again met, this time at Willard's Hall, for the

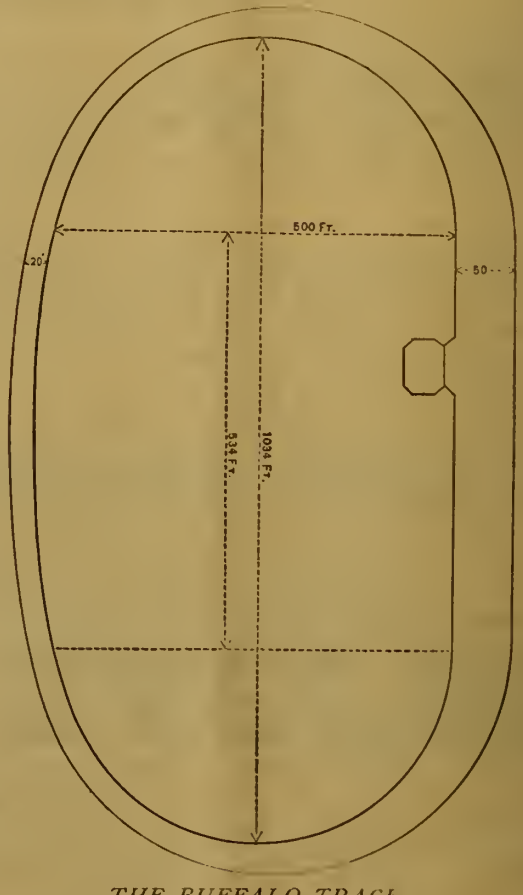
SMOKER AND ENTERTAINMENT.

Cigars and cigarettes were freely distributed and lit; and as soon as the crowd of happy chatting wheelmen were puffing away right merrily, in marched the Kazoo Band of the Capital Club. This band is something novel. The boys have glued common little Kazoos into mouthpieces on one end, and flaring trumpet pieces on the other, making instruments of all sizes and shapes. Singing into the mouthpiece causes a loud noise, resembling blowing on a paper covered comb, as we have all done in our younger days. Well, it took immensely. They played piece after piece, solos, trios, quartettes, and whole choruses. Hubbard Smith was leader, and officiated at the piano, with Seely, Edmands, Boteler, Rice, Allen and Miller as musicians.

Later "Hub" sung his own composition, "Listen to my Tale of Woe," now so popular throughout the country; and was repeatedly encored. Then Boteler sung "Sweetheart," in touching falsetto. Next a lively boxing match, between Messrs. French and Hilton, claimed attention, and finally the same athletes gave two beautiful rounds of wrestling.

This concluded Washingtons' effort to entertain the League visitors, in a small way, and fresh from the grander efforts of Baltimore and the whole Maryland Division. We only had a few of the whole number, and only one day to do them up in, but we did our best. Oh yes, there was a run to Soldiers Home about 6 P. M., and another to Cabin John's Bridge, which I forgot, because such are chestnuts to us now; and then after the Smoker a few saw Washington by moonlight, and marveled at the *sub rosa** of the great Capital. They'll not forget Washington and her beautiful concrete streets for many a day, and we trust the Washington boys will also find a warm corner in many grateful hearts. Come again boys, come often, come soon, and welcome! N. L. COLLAMER.

[* We follow copy, but what's the meaning of it?—ED.]



THE BUFFALO TRACK.

A GLANCE at the above cut will show perfection in shape. Given the fact that Mr. Ducker has been given *carte blanc* so far as space and money is concerned, and it can readily be seen that the result would be as fine a track as money and experience can produce. The track is an absolute dead level, and is an exact half mile. The material used will be that which will produce the hardest and smoothest possible surface. When finished it will no doubt be the finest and fastest bicycle track in the world. However, when we say it will excel Springfield we cannot say more.

The Fair Association is a corporation with $500.00 capital, and its grounds and building will cost $450,000. In their September fair they offer $100,00 in premiums, the largest by far of any fair in the United States. In addition, they offer numerous other attractions worth going miles to see, viz: The great painting, "Christ before Pilate," "The Russian Wedding Scene," and numerous other attractions costing thousands of dollars. To cap the whole, they been induced to spend upwards of $10,000 on a tournament, and wish to make it a grand success. To visit the tournament costs nothing additional, as the one admission (fifty cents) to the fair includes the tournament, so that it can readily be seen what is offered at a low price.

Every effort is being made by the management to secure reduced rates on the railroads and also at the hotels. There is no doubt but that the Buffalo tournament of 1888 will excel anything of the kind ever before attempted in this or any other country. That we shall have a large foreign racing contingent composed of the flower of the profession, together with the fact that the Americans will be

back to dispute the supremacy of the foreigner, will be of sufficient interest alone to secure an immense amount of interest. It is also hoped that some of England's best amateurs will come over to try conclusions with our American cracks.

THE BUFFALO TOURNAMENT.

BELOW we present the programme of the Buffalo World's Tournament to be held next September. As will be seen from the programme, it contains thirty races, divided as follows: Twelve professionals, eighteen amateurs, and contains open, class, handicap and novice races. There are seven open races, eight championships, nine handicaps, three class, two novice, and one consolation. Total number of miles run first day, thirty-two; second, thirty-one; third, thirty. There are four races for tandems, three for tricycles, seventeen bicycles and six for Rover type of wheels.

In addition to the programme, there will be a team race, Rochester versus Buffalo, six men each; also a race for championship of the city, and a challenge race, Crist versus Kluge. In addition there will be fancy riding by Ralph Temple, and club drills by men from Cleveland, Rochester and Buffalo. On the first day of the meeting there will be a large parade of wheelmen, under the auspices of the State Division L. A. W.

PROGRAMME.

TUESDAY, SEPT. 4TH—FIRST DAY.

Miles.	Classes.	Wheels.	Conditions.
1	Professional,	Tandem,	Open.
2	Amateur,	Bicycle,	Novice.
10	Amateur,	Bicycle,	L. A. W. Championship.
3	Professional,	Bicycle,	Handicap—450 yds. limit.
2	Amateur,	Bicycle,	6.20 class.
5	Amateur,	Tricycle,	L. A. W. Championship.
3	Professional,	Bicycle,	First heat world's championship.
3	Amateur,	Tandem,	Open.
1	Professional,	Rear D. Safeties,	Handicap—100 yds. limit.
2	Amateur,	Rear D. Safeties,	Open, road wheels only.

WEDNESDAY, SEPT. 5TH—NEW YORK STATE DIVISION MEET.

THURSDAY, SEPT. 6TH—SECOND DAY.

Miles.	Classes.	Wheels.	Conditions.
1	Amateur,	Bicycle,	Novice.
1	Professional,	Bicycle,	Handicap—150 yds. limit.
3	Amateur,	Bicycle,	L. A. W. Championship.
5	Professional,	Bicycle,	Second heat world's championship.
3	Amateur,	Bicycle,	10.05 class.
5	Professional,	Rear D. Safeties,	Handicap—200 yds. limit.
10	Amateur,	Bicycle,	Handicap—850 yds. limit.
1	Professional,	Tricycle,	Open.
1	Amateur,	Rear D. Safeties,	Handicap—100 yds. limit, road wheels only.
1	Amateur,	Tandem.	Open.

SATURDAY, SEPT. 8TH—THIRD DAY.

Miles.	Classes.	Wheels.	Conditions.
2	Amateur,	Bicycle,	State championship.
2	Professional,	Rear D. Safeties,	Handicap—200 yds. limit.
5	Amateur,	Bicycle,	17.00 class.
2	Amateur,	Bicycle,	Open.
1	Professional,	Bicycle,	Final heat world's championship.
3	Amateur,	Rear D. Safeties,	Handicap—200 yds. limit, road wheels only.
5	Professional,	Tandem,	Handicap—500 yds. limit.
5	Amateur,	Bicycle,	State championship.
3	Professional,	Tricycle,	Open.
2	Amateur,	Bicycle,	Consolation.

THE Irish *Cyclist and Athlete* states that "Aluminium cycles is the *latest* idea!!" That we should live to have this bald headed, wrinkled, old chestnut served up to us as "*the latest.*"

IN order to get at the variety of wheels in line the *Union* had special blanks distributed, and succeeded in getting returns from 150 of the riders. That some estimate of the variety and number of wheels of different makes in line may be obtained, a full list and description of the wheels is given as far as they were reported, It is as follows:

Columbias,	63
Stars,	24
Victors,	17
Ideals,	17
New Mails,	12
Rudges,	6
Yales,	4
Springfield Roadster,	2
Marlboro' Club Tandem,	1
Apollo,	1
British Challenge,	1
American Safety,	1
Faciles,	1
	150

From account of Springfield, Mass., Bicycle parade in Springfield Union, June 23, 1888.

RHODE ISLAND WHEELMEN'S RACES.

THE second series of races of the Rhode Island Wheelmen, at Roger Williams Park, were held Thursday, June 21. More cyclists were present than during any previous meet in that vicinity.

In the one-mile race for the club championship and a silver cup, George Hutchins won in the fastest amateur time ever made in Rhode Island, defeating B. J. Bruce by one second. Time, 2.57 1-5. The other winners were:

Half-mile, Rover type—E. R. Phillips; time, 1.21.

Half-mile open race—E. R. Phillips; 1.28.

Tandem, one-mile—Hutchins and Tucker; 3.15.

Half-mile tricycle—C. H. Weld; 1.52 2-5.

Two-mile lap race—B. T. Bruce, E. R. Phillips and William Miller. Bruce made nine points and finished first. Phillips also had nine points, and Miller three. Both Bruce and Phillips claimed the first prize, and they decided to refer it to the L. A. W. for a decision. Bruce claims that as the race was on points, and that as he finished first on an equal number of laps he should have a chance to run the race over again.

RACE MEETING OF THE KINGS COUNTY WHEELMEN.

THE Kings County Wheelmen held their annual race meeting on Saturday afternoon, the 23d inst., on the grounds of the Brooklyn Athletic Association. The afternoon was intensely hot, and the indications of a severe storm were so marked that there was small hopes of holding the races at all, but it passed over, and was hotter than ever. The attendance was fair, in fact a large proportion, very fair, and the music a little better than usual.

First race, one-mile novice, open; won by L. H. Wise, L. I. W.; second, R. W. Steves, K. C. W. Time, 3.19 2-5; six starters out of seven entries, Mr. F. C. Gilbert, Elizabeth Wheelmen, having been ruled out as no longer a novice, having won a race at the Baltimore Meet. F. N. Burgess, of the Rutherford Wheelmen, took a header on the backstretch without much damage. Prizes: First, gold medal; second, K. O. R. lamp.

Second race, one-mile handicap, open; won by R. L. Jones, K. C. W., 90 yards; Wm. Schumacher, L. I. W., 80 yards, second, in a field of nine starters out of twenty-two entries, the race being consolidated into one heat. Morehouse, the limit man, with 125 yards, held the lead for the first lap only, when he was passed by Jones, who was never headed. Prizes: First, Smith & Wesson revolver; second, silver headed umbrella. Time, 2.57.

Third event, half-mile without hands, open, won by F. F. Storm, Jr., K. C. W., beating J. W. Schoefer, B. B. C., his only opponent, easily. Mr. Storm's riding of his Star was something remarkable. Prizes: First, pair gold sleeve buttons; second, pair of bicycle shoes. Time, 1.49 2-5.

Fourth event, one and four-fifths miles, team relay race, won by the Long Island Wheelmen's team, Messrs. Kreger, Schumacher and Wise, in 5.37 1-5. The K. C. W. took second and the Brooklyns, third. This race instead of being run as is usual in team races was run by relays of fresh men, each contestant riding three-fifths of a mile. As the Representative from each club finished his allotment, the waiting man took his place as near as possible and continued the race. The prize was a handsome brass stand lamp.

Fifth race, one-mile club novice, won by R. W. Stevens, in a field of four starters, on the last stretch, in 3.16 4-5. F. F. Storm, Jr., second. Prize: Gold medal.

Sixth race, three-mile State L. A. W. Championship. This was the best and most exciting race of the whole meeting. The starters were Wilson, Brown and King, of the K. C. W.; Schoefer and Bardley, of the Brooklyns; and Kreger, of the L. I. W. For a mile and a half Wilson made the pace to the tune of 3.19 3-5 for the mile, and on the ninth lap Kreger took the lead and was never headed, winning the race in 10.01 2-5. Second place went to Schoefer, after a brilliant burst on the last lap, beating Wilson by a few feet only. The prizes were gold and silver medals to first and second respectively, the former having a diamond ornament.

The seventh race was a half-mile boys race, and was won by L. A. Schoefer. Time, 1.49 2-5, creating a good deal of amusement by the way the boys carried out the directions of their elder advisers. They rode like "old stagers," and when young Louis Schoefer crossed the line a winner, the Brooklyn boys on the grand stand yelled in chorus, "He rides just like his brother, John."

Eighth race, half-mile handicap foot race, was won by W. H. Roberts, B. A. A., with 35 yards start, in 2.03 3-5. Prizes: Gold and silver medals.

Ninth race, three-mile handicap, open. Starters: Wilson, K. C. W., 60 yards; Borland, B. B. C., 300 yards; H. L. Bradley, B. B. C., 75 yards; F. W. Montgomery, U. C. C., 300 yards. Wilson made a plucky race, but was not able to catch Boland, who won, Wilson second. Time, 10.02 3-5. Prizes: Handsome marble

clock and brass hat rack with mirror, to first and second, respectively.

Tenth event, one-mile ride and run, won by H. A. Kellum, of Brooklyn, with W. H. Cauldwell, of the Elizabeth Wheelmen, second. Time, 4.28 3-5.

The eleventh race was the final one of the meeting, and as usual was a consolation race, with a big field of starters. Distance, one mile, won by W. F. Murphy, K. C. W,, after a very close finish by three or four men in the first bunch. F. G. Brown, K. C. W., second. Time, 3.18 1-5. Prize: Racing suit, presented by A. G. Spaulding & Bro.

Counting only open events, the K. C. W, took three firsts, five seconds; the L. I. W. took three firsts and one second; the Brooklyns took one first and two seconds.

WING-FOOT.

A BATCH OF ENGLISH RECORDS.

FROM *Bicycling News* we cut the following:

At Coventry on Wednesday, June 13, the bicycle and tricycle records received a severe shaking. The evening was fine, and the track in good condition. A number of spectators were attracted in hopes of seeing a good performance, and were certainly well rewarded for their attendance.

ONE-MILE SAFETY RECORD.

A. P. Engleheart, mounted as usual, on a Brooke's rear-driving safety, the "Record," was first to attempt a record performance. Mr. Sturmey acted as starter, and with H. G. Crocker, of the Yankee team, making pace, Engleheart covered his first quarter in 40 4-5s. Knapp, of the Yankee team, then took him in hand, the time for half-distance being 1m. 18 1-5s., 1-5s. inside the previous record. The three-quarter mile time was 1m. 55s., and the full time for the mile, 2m. 33s., his last lap occupying 38s., beating the recent record made by F. W. Allard by 4 1-5s., and Howell ordinary professional record of 2m. 35 4-5s.

SIX TO TEN MILES SAFETY RECORDS.

E. Oxborrow, mounted on a "Rudge Bicyclette" scaling a shade under 20lbs., was the next to attempt record. Starting off with Howell as pacemaker, Oxborrow covered one mile in 2m. 46 4-5s., and alternately paced by Robb, Howell and Vale, he got amongst the records at six miles, his times being—

Miles.	M.	S.	Previous Safety Records. M.	S.
6	16	36 3-5	17	34 4-5
7	19	25	20	30
8	22	9 2-5	23	21
9	24	57 1-5	26	27 4-5
10	27	38 4-5	29	24 3-5

Oxborrow, riding a safety, now holds the best English professional bicycle records from six to ten miles.

NINE TO NINETEEN MILES TRICYCLE RECORDS AND THE HOUR RECORD.

A few minutes before eight o'clock Messrs. S. F. Edge, Anerly, B. C., and J. B. King, L. A. C., decided to have another try to lower Gatehouse's tricycle records made at Long Eaton as far back as August 26th, 1886. Starting off slowly, Edge leading, the first mile was covered in 3m. 1 2-5s., the second in 5m. 57 1-5s., third 8m. 55s., fourth 11m. 48 2-5s., fifth 14m. 42 3-5s., sixth 17m. 38 2-5s., seventh 20m. 30 2-5s. Seven and a-half miles from the start Edge twisted the front fork of his machine, and was compelled to retire, greatly to his disappointment, as he was riding in wonderful form. King, keeping up a steady pace, covered the eight miles in 23m. 23s., and from this time lowered the record as follows:—

Miles.	M.	S.	Previous Record. M.	S.
9	26	16 3-5	26	25 2-5
10	29	10 2-5	29	26 1-5
11	32	9 2-5	32	24 2-5
12	35	6 2-5	35	24 1-5
13	38	7 2-5	38	24 4-5
14	41	9 1-5	41	23 4-5
15	44	17 1-5	44	23 4-5
16	47	15 2-5	47	16 3-5
17	50	15 2-5	50	18 1-5
18	53	16 1-5	53	22 1-5
19	56	14 4-5	56	15 4-5

King's twenty miles' time was 59m. 13 3-5s.—3s. behind Gatehouse's record—but putting in a fast lap, he succeeded in covering 480 yards before the hour was up, thus doing 20 miles 480 yards in the hour, twenty yards ahead of the distance covered by Gatehouse. Mr. R. E. Phillips (official timekeeper National Cyclists' Union), assisted by Mr. Sturmey, was responsible for the times. Mr. S. Golder (*Bicycling News*) checked the laps.

TRICYCLE TWENTY-ONE TO TWENTY-FIVE MILES.

On Monday evening, June 11, Messrs. S. F. Edge, of the Anerley B. C., and J. B. King, of the L. A. C., made an attempt to lower the tricycle records. Edge's ambition was to beat all Gatehouse's records, but as the wind was blowing strong at the time appointed for the start, he contented himself with trying to cover twenty miles in the hour. J. B. King intended hanging on to Edge, and then continuing on for the 21 to 25 miles records. King, unfortunately, was seized with cramp at eighteen miles, and was forced to retire. Edge, in view of the strong wind and coldness of the atmosphere, failed to beat the record up to 20 miles. Still feeling fresh, Edge continued on for record, and had an easy task in the 21 to 25 miles records made in the championships on Whit-Monday, his times being—

Miles.	H.	M.	S.	Previous Record. H.	M.	S.
21	1	3	14 2-5	1	6	47 3-5
22	1	6	21 2-5	1	9	58 1-5
23	1	9	28 4-5	1	13	5 3-5
24	1	12	38	1	16	23 4-5
25	1	15	44 3-5	1	19	17 2-5

Edge finished wonderfully fresh and well.

THE ILLINOIS DIVISION MEET.

As the time (July Fourth) approaches for the Fifth Annual Meet, greater interest is being taken by the wheelmen, and the lay public is becoming quite interested in it. The outlook is that many converts will be made for the L. A. W., and to wheeling also.

Chairman Sheridan, of the Reception Committee, has received quite a number of letters from parts of the State that have never been represented at a Division meet, saying that they will be with us this year. Chicago, as usual, will furnish a majority of the visitors. The good-natured rivalry that exists among the Chicago clubs as to which will have the largest delegation at the Meet, and which club will have the largest number who will tour to Springfield, will attract an unusully large number from there. Estimations have been made that Chicago will turn out (300) three hundred strong, and if such is the case it promises to be the largest attended meet of any heretofore held by our Division.

Quincy, Bloomington and Jacksonville have also signified their intention of wheeling to the meet in time for the races and of taking an active part in the same.

The only thing that promised of bad feeling is the fact that the Ottawa Club are to have a "large time" also the Fourth of July and had sent invitations all over the State (excepting Springfield); one of our committee being in Chicago, saw their programme and invitations, and jumped to the conclusion that Ottawa was trying to hurt the meet, but correspondence between Secretary Reed and the Secretary of the Ottawa Club, shows they (Ottawa) were entirely blameless in the affair, inasmuch as they endeavored to find out whether their affair would conflict with the Division Meet and were unable to, and when the date was announced they had incurred too much expense and proceeded too far with their arrangements to back down, and promised to make their event entirely local. It is too bad that it should have occurred, as we feel certain that the Ottawa cyclers are good ones, and we will be debarred the pleasure of entertaining them.

The medals contributed by our leading jewelers are on exhibition, and the lucky winners will be envied by our local wheelmen, who do not expect to secure any of the events.

The Racing Committee has received so many requests to have a unicycle race that they have consented to have a one-mile event, and a prominent rider on one wheel is to ride the hour for a record.

Word comes to us that some of our Division members are thinking of deserting us on the Fourth in order to take part in some events in a sister Division, but it is earnestly hoped that all will remain true to us and help make this meet one that will bear comparison with any of the other Divisions.

Although Springfield numbers some seventy-five riders within her limits, the only cycling club we have here is the Capital City's, and they only number some fourteen or fifteen. I have often been asked why we have not had a successful club here, but have given it up as being too hard a one for me. The Capital City's have no well-appointed club room, but through the kindly courtesy of the Sherbboner Club (the leading social club) they have been tendered the use of their rooms during the meet, where they will be happy to show their hospitality to their guests.

REX.

THE exhibit of the Overman Wheel Co. at Baltimore was a complete and a beautiful one. Not only did this firm procure one of the best rooms at the hotel, and fill it with a complete line of their cycles, but they ornamented the room with potted plants of many varieties. It was an interesting display, and very pretty withal.

UNDER THE SOUTHERN CROSS—OLD NEPTUNE'S VISIT—BRAZIL AT LAST.

(*Special.*)

Not being in much of a hurry to strike the land of Dom Pedro, we decided to sail instead of steam from St. Thomas to our destination, or starting point, if you choose so to call it. It was a beautiful morning on which we took our leave of the harbor. Our hawser was "made fast" to one of the many English steamers which put in here, the Captain of the steamer having kindly consented to tow us out through the harbor's mouth to the open waters of the Atlantic. Our schooner—a fair enough craft by the way—hailed from St. Johns, N. F., and was bound to Rio Janeiro, via Para and Pernambuco. Once fairly clear of the island the hawser was "cast off" from the steamer, and with a dip of her ensign and a shriek of her whistle she turned her prow toward "Merrie England" and home, while we started for Brazil—and what? Well, a chap is bound to feel at times as though he had rather be somewhere else than where he is, and when I looked at the fast receding hull of the "Booth Liner," and thought how soon those on board of her would be "treading their native heath," and then turning in the other direction *tried to think* how soon the good old gray mother could say "God bless you, boys, you're welcome home," I could but feel a longing to turn and go the other—— "Gentlemen, breakfast is ready," from the cook, and "What's the matter, old fellow, you look glum?" from Jean, brought me back from dreamland and to the fact that it would not do for me to show "the white feather" if I expected "the boy" to keep a stiff upper lip. That first meal was a bracer, and whether it was the air, the quality of the food or the style of the "get up" I can't say, but I do know that from that time out we had no occasion to coax our appetites, for they were with us.

A TRIP ON THE SOUTH ATLANTIC

is an experience entirely different in every way from one between America and England. Here we are lolling about the deck, *sans* shoes, *sans* stockings, *sans* everything but a pair of linen trousers and a calico shirt, open at the neck. How does that strike you, Mr. Editor, living as you do in the town of immaculate boiled shirts and baked beans? We are gliding along at about a nine knot speed; just fast enough to make us feel comfortable and at peace with all creation.

Now we are passing St. Lucia and catch a glimpse of the white-washed houses, fertile fields, the most of which are portions of sugar plantations. Off in the distance, but not so far off as to make their figures indistinguishable to the naked eye, we see a group of figures moving about, and focussing a glass upon them they are seen to be negroes—slaves, probably—hoeing. Here and there a white man on horseback is seen. Nearly opposite the outermost part of the island the Captain points out a rambling building remarking: "That's the Governor's house, and you'd better take a good look at it, as the slaves you see peacefully working now may have an uprising at a moment's notice, and clean out the whole outfit. I passed here," said he, "on September 13, 1878, at 9 A. M., and before clearing from there word was received that the slaves, goaded by the brutality of some overseers, had risen at noon on that day; had taken a number of lives and destroyed three-fourths of the property on the island. So you see its best to look while you have the chance."

On the following morning we were well out on the open sea with nothing in sight but water! Soon, however, we caught sight of some

PORTUGUESE MEN-OF-WAR,

or floating nautilus, tossing about on the water. Very pretty they look with their almost transparent pink "balloons," floating along lazily. We had a good deal of sport trying to capture them by lassooing, but it was "no go," they "knew the ropes" it seemed, and refused to be caught. Long about noon we saw a thin column of water shoot up skyward a distance from the schooner, and before we heard "There she blows!" from the lookout. This caused a hearty laugh from the officers and crew, not so much on account of the hail, as it transpired, but because the lookout, an old whaler, said he forgot himself and really thought he was back at his old business when he saw the whale, for such it was, "spout." As this is a regular whaling ground we were not surprised to see an occasional sail. The fourth day from St. Thomas we sighted a full-rigged ship, with every sail set, and I can tell you the sight is a pretty one. The same day one of Uncle Sam's ships passed within a mile or so of us.

The days passed pleasantly with chatting, lounging, smoking and reading, until at last we saw the "Southern Cross" and "Orion's Belt" in all their splendor, and then we began to realize that we were getting well along toward the Equator. We had our attention called by one of the crew, one morning, to a curious looking change in the color of the ocean's water. Looking to the north all was a deep sea green, while to the southward it undergoes a transformation and becomes a light blue. The seaman tells us that this is the famous equatorial current, which cuts the colors apart as sharply as if done with a knife, "and," said the old salt, "you can follow the dividing line from the northeastern shores of South America clear to the coast of the dark continent, and nowhere will you see the colors intermingle."

About eighteen hours after crossing the "current"

WE CROSSED THE EQUATOR.

and received a visit from "Old Neptune," trident, retainers and all, but rather than submit to a "shaving" with their sorry looking outfit, we put up a few bottles of the "good ould stuff," and thus bought ourselves off.

One morning our attention was attracted by a discoloration of the water, which had assumed a sort of a dull brick tinge. Upon speaking of it to the Captain he informed us that we were then off the mouth of the Amazon, and that the discoloration was caused by the current of that river carrying down with it an immense quantity of soil from the banks, which its resistless force would sometimes cause to tinge the ocean for a distance of over one hundred miles from the land. "Even now," he said, "we are about one hundred miles from the point of Marajo Island, and you can scarcely see blue in the water." And so it was; and as we drew nearer the shores the color deepened so that finally you could discern no trace of the ocean water's true tint, such a power is there in the "muddy current."

We finally, just after dusk of our eleventh day from St. Thomas, sighted a red and green "flash light," which the Captain said was on the Braganza Bank, south of the entrance to the Para river, off which we were compelled to "lay to" until morning, as we could procure no pilot that night. Before the sun had fairly arisen from out of its ocean bed the following morning we were on deck, eager to catch a glimpse of a tropical landscape, but we were disappointed, as it was nine o'clock before we succeeded in procuring a pilot, who pulled off to us from the most delapidated looking light-ship I ever saw. The old hulk looked as though it was "planted" where it was before the continent existed. And now we are entering the mouth of the Para river, forty miles wide, running to the south of the light-ship and keeping within half a mile or so of the South shore. On this everything looks green and beautiful;

PALM TREES BY THE MILLION

in unbroken forest. A little farther up is a clearing on the edge of which, close to the water, is a long, rambling looking building with a roof of red tile, the body of the building being painted white. With the glass we can distinguish orange and banana trees growing where the palms are cleared away, and the sight makes one's mouth water, as our stock bought at the island had to be rushed down our throats "to keep it from spoiling." Looking to the northward we can just see a black streak on the water, which we are told is the Island of Marajo or Johannes Island, on which the Para people depend for their supply of fresh beef. From the South shore of the Para river to the North shore of the Amazon is about 240 miles. The Amazon river proper is not navigable from the ocean, and the few vessels which have entered its mouth have come to grief before proceeding far. Rocks and shoals in abundance, combined with its treacherous current, winding in and out around innumerable islands, make it an ugly river to tackle. Up we go, past plantations and tile factories, and past the old adobe fort, which has stood on the little island a few miles below the city for over 150 years. The fort looks as though one shot from one of its antiquated fifteenth-century muzzle loaders would surely send the whole outfit to kingdom come. But the authorities are satisfied as long as they possess "a fort," even if its usefulness is a thing of the past. Our schooner is anchored about three-quarters of a mile off the main quay, beside which is the Custom House, a building in former days devoted to the propagation of religious principles by the courageous old Jesuit priests; and now, seated on deck awaiting an opportunity to go on shore, we realize that the

FIRST STAGE OF OUR JOURNEY IS ENDED,

or perhaps more properly speaking, that we are on the verge of *beginning* our journey. A cool breeze is coming in with the tide; the water, from 160 to 350 feet deep, is turbulent, but we are very comfortable as we gaze upon the "*Citada do Belem do grande para do Santo Maria*," for although the city is known the world over as Para (meaning stop) its proper name is the old biblical one of "Bethlehem." We are told by the Captain that south of the city and running out to the church of Santo Maria is one of the finest driveways he ever saw, and that if we are looking for wheeling we will find enough to satisfy us by keeping outside of the town proper, so, dear friends, until we have had a chance to look after and get in shape our nondescript cycle, which must have arrived long before us, we will give you and our pens a rest, promising, however, to give you more of the whirling or floating wheel in the future than we have in the past.

B. Le Feur.

Para, Province of Para, S. A.

COMING EVENTS.

June 30—Wells-Greenwood hill-climbing contest, on Kimmswick Hill, St. Louis.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
July 4—Crawfordsvile (Ind.) Ramblers Tournament.
July 4—East Hartford Bi. Club Tournament.
July 2, 4—Illinois Division Meet and Races at Springfield, Ill.
July 4—Brooklyn Bi. Club Races.
July 4—Kentucky Division Meet at Covington, Ky.
July 4—Illinois Division Meet at Springfield, Ill.
July 14—Shurman and Wells will be on Corey Hill, Brookline, Mass.
July 17, 21—Annual Tour of the Iowa Division from Des Moines to Spirit Lake.
July 19—Maryland Division Meet and Tournament at Louisville, Ky.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 6—Binghampton, N. Y., Tournament.
August 11—Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.



ABBOT BASSETT, Secretary-Editor.

IMPORTANT.

UNDER the provisions of the Constitution adopted at Baltimore the annual election by Divisions of their Chief Consuls, Vice-Consuls, Representatives and Secretary-Treasurers will take place between the 15th day of July and the 15th day of August next ensuing. Each Division must make its own rules for the canvas, casting and counting of votes. Chief Consuls should call meetings of their Divisions at once and adopt rules for the government of the ballot and announce same in the BULLETIN. Below we publish a table showing the membership by States. Applicants published after June 15 do not qualify until after July 1st, and they cannot therefore be counted in estimating the representation. The Secretary will provide mail lists to Division officers for the conduct of the vote, but these mail lists should not be used as check-lists at the time of counting, since they are not and cannot be so accurate as the list of Division members kept by the Secretary-Treasurer. Space will be accorded in the BULLETIN for the publication of nominations, but these must be limited to the name of the candidate alone.

A State or Territory having twenty-five members is recognized as a sub-division. Its Chief Consul will be appointed by the President, who will be glad to receive nominations from clubs or individuals.

A State or Territory having fifty members is recognized as a sub-division, and the members may organize and elect a Chief Consul and Secretary-Treasurer.

A State or Territory having one hundred members or more shall organize a Division, and may elect in its own way a Chief Consul, Vice-Consul, Secretary-Treasurer, and one Representative for each 100 resident League members.

League clubs may elect Representatives on the Division Board of Officers as follows: One Representative if they have twenty members, and an additional Representative for each fifty additional members upon its roll July 1st. These elections should take place during the period assigned to the election for Chief Consuls and Representatives, and returns should be made in such manner as the rules of their respective Divisions provide.

DIVISIONS AND SUB-DIVISIONS.

The following States will rank as Divisions. They may elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives, as shown by the tables below:

States.	Number.	Representatives.
California	345	3
Connecticut	419	4
District of Columbia	108	1
Illinois	588	5
Indiana	177	1
Iowa	126	1
Kansas	128	1
Maine	114	1
Maryland	393	3
Massachusetts	1115	11
Michigan	253	2
Missouri	309	3
New Jersey	652	6
New York	2153	21
Ohio	794	7
Pennsylvania	1288	12
Rhode Island	216	2

The following States will rank as Sub-Divisions of the first grade. They may organize and elect a Chief Consul and Secretary-Treasurer.

Kentucky	74	Tennessee	53
Minnesota	98	Vermont	56
Nebraska	83	Virginia	95
New Hampshire	93	Wisconsin	80

The following States will rank as Sub-Divisions of the second grade. The President will appoint a Chief Consul for each of these. Nominations should be sent to the President direct:—

Colorado	45	Louisiana	43
Delaware	41	West Virginia	29

California Election Laws.

To California Members, L. A. W.:

In accordance with the By-Laws of the League, as amended at the meeting of the National Board of Officers, March 5th and 6th last, the annual election of Division Officers will occur between the 15th of July and 15th of August next, ensuing.

The regulations governing the ballot in California provide, that the Secretary-Treasurer shall receive, and in the presence of the Committee on Rights and Privileges for the Division, count all mail votes and certify the result thereof.

The election is conducted through the medium of a mail vote. A blank ballot will be published in the WORLD AND BULLETIN during the month of July. It is the custom also for candidates to distribute printed ballots, to which no objection will be raised. Ballots must be signed by the member voting and sent to N. A. Robinson, Secretary-Treasurer, Room 1, S. F. Stock Exchange, San Francisco. Ballots received later than the first postal delivery of Thursday morning, August 16th, will not be counted. A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member bearing the names of different candidates, neither will be counted.

The Committee on Rights and Privileges will meet at the office of the Secretary-Treasurer on the evening of Thursday, Aug. 16, and witness the counting of the vote by that officer.

The officers to be elected in California are a Chief Consul, a Vice-Consul, a Secretary-Treasurer and three (3) Representatives from the State at large.

In this connection it is assumed that the provisions of the new Constitution limiting the representation at large on the Division Board of Officers to one Representative for each one hundred (100) members, will be adopted at Baltimore on the 18th. No reference is here made to Representatives from League clubs, as they can be elected within the clubs when the adoption of the provision applying to them is definitely known.

ROBERT M. WELCH, Chief Consul.

San Francisco, June 14th, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 145—Total 58—10,292.

BOSTON, June 29th, 1888.

ALABAMA—3—12.

Unattached.

19515 Berger, Joe A., Birmingham
19514 Caheen, F., "
19516 Caheen, S., "

CALIFORNIA DIVISION—1—348.

S. F. Bi. Club.

19503 Claiborne, J. H., 2420 Buchanan st., San Francisco

IOWA DIVISION—2—128.

19551 Moore, Warren, Washington

ILLINOIS DIVISION—8—607.

Chicago Bi. Club.

19521 Fennerson, Maurice, 834 Opera House Block, Chicag

Fort Dearborn C. C.

19528 Bell, Horace, 222 N. Franklin st., "

Illinois C. C.

19529 True, C. J., Madison st. and Hoyne ave., "
19530 Winn, H. J., 667 Lake st., "

Unattached.

19527 Harris, Jay T., 611 W. Church st., Champaign
19531 Pearce, Fred L., 1200 So. Fourth st., Springfield

19522 Lathrop, Geo. B., Winnetka
19523 McConnell, Robert B., "

KENTUCKY DIVISION—1—76.

Unattached.

19532 Rosenov, Chas. I., Maysville

MAINE DIVISION—1—116.

19505 True, Geo. W., 509 Congress st., Portland

MARYLAND DIVISION—8—405.

Centaur Cycle Club.
19534 Cook, J. H. Jr., 1508 E. Lombard st., Baltimore
Chesapeake Wheelmen.
19536 Eck, Chas., 15 No. Frederick, "
Rambler Cycle Club.
19537 Hanrahan, E. J., 805 N. Carey st., "
19538 Turner, Jno. C., 20 E. Lexington st., "
Unattached.
19533 Edwards, Jno. T., Arlington
19539 Boyd, S. R., Howard and Franklin, Baltimore
19535 Jones, H. Walter, 2008 Druid Hill ave., "
19540 Shriver, H. C., 1223 Linden ave., "

MASSACHUSETTS DIVISION—5—1127.

Boston Bi. Club.
19541 Overman, Chas. R., Overman Wheel Co., Boston
Unattached.
19504 Roots, L. Herbert, Y. M. C. A., "
19506 Lyle, Wm. C., 179 E. Main st., Gloucester
19542 Wonson, Aug. D., 169 E. Main st., "
19495 Farrar, Fred W., 89 School st., Somerville

MICHIGAN DIVISION—4—265.

Ionia Cycling Club.
19496 Cushing, Chas. A., Box 1806, Ionia
19497 Mitchell, John H., "
19498 Robinson, B. B., "
19499 Tower, Osmund, H., "

MISSISSIPPI—1—12.

Unattached.
19517 Miazzi, Peter S., Lawrence House, Jackson

MISSOURI DIVISION—1—310.

Unattached.
19543 Large, Henry C., 509 No. 3d st., St. Louis

NEW JERSEY DIVISION—3—659.

Hudson Co. Wheelmen.
19552 Griffiths, John J., 38 Montague st., Jersey City
Unattached.
19507 Stanger, Samuel S., Millville
19518 Rose, R. C., Box 22, Princeton

NEW YORK DIVISION—7—2195.

Unattached.
19544 Jefferson, Calvin D., Attica
19509 McGuire, Jno. C., 163 Joralemon st., Brooklyn
19508 Randall, Sands F., " " " "
19500 Kroder, Louis H., 241 Heyward st., "
19519 Hayden, C. C., Holly
19525 Blackwell, David H., Box 713, New York City
19524 Glass, J. Nathaniel, 209 W. 21st st., "

OHIO DIVISION—6—805.

Toledo Cycling Club.
19510 Stine, D. S., Chamber of Commerce, Toledo
19511 Wilmington, W. W., Summit st., "
Youngstown Bi. Club.
19501 Wick, Hugh B., Youngstown
Unattached.
19545 Bauhart, W. C., Massillon
19520 Hoover, G. A., Miamisburg
19512 Wood, C. O., 2 Mitchell's Block, Springfield

PENNSYLVANIA DIVISION—5—1310.

Unattached.
19526 Bickford, Fred A., Lock Haven
19549 Fosnot, W. J., Newville
19546 Howland, H. A., Titusville
19547 Mason, J. F., "
19548 Smith, Edward, "

RHODE ISLAND DIVISION—2—218.

Unattached.
19502 Perry, Fred G., 73 No. Main st., Pawtucket
19513 Budlong, Granville R., 189 Governor st., Providence

VIRGINIA DIVISION—1—96.

Unattached.
19550 Walter, J. W., Fort Monroe

WE'RE READY FOR IT.

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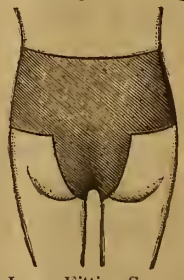
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BOSTON, 6 JULY, 1888.

Volume XVII.
Number 10.



SPECIAL.

All Advertisements in this Department 20 cents a line.

VICTORS AND COLUMBIAS cheaper than ever before. Full lines, 48 to 58 inches. Cash or instalments. Discounts to agents. Wheels sent on approval. Let us know just what you need, and we will make the price right. List free. L. H. JOHNSON, 401 and 403 Main st., Orange, N. J.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

HUMBER CRIPPER TRICYCLES, genuine Beeston make, new and of latest pattern, 20 per cent. less than cost. This is rather an "off year" for the three-wheeler, thanks to the Safety boom, but we are going to sell Tricycles as well as Safeties. Don't buy a machine for your wife or daughter before writing us. L. H. JOHNSON, 401 and 403 Main street, Orange, N. J.

BICYCLES AND TRICYCLES—Second-hand. Many good as new. Large assortment. Reasonable prices. Only the best of makes. You can save big money by purchasing of us. Wheels bought, sold, and exchanged. Send for our price list; free upon application. NEW YORK BICYCLE CO., 8 Warren street, New York City.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

TANDEM TRICYCLES of Latest Pattern, both Humber and Cripper types, new and second-hand, at unprecedentedly low prices. Let us know what you want, and we will suit you. L. H. JOHNSON, 404 and 403 Main st., Orange, N. J.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.



CARTER'S Foot Rest,

FOR THE STAR,

For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,

55 State St., Chicago, Ill.

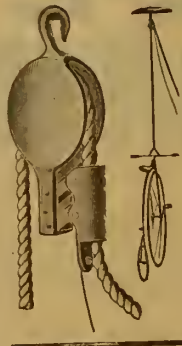
BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

FOR SALE—Two 54-inch Light Rudges, one $70, one $60; ball bearing. One New Mail, '87, nearly new, $75. One Special Star, 45-inch, nearly new, $90. One Special Star, with tangent spokes, 45-inch, nearly new, $100. All in first-class order. E. W. JAGGERS, Smithville, N. J.

BICYCLE HOIST.

(Pat. applied for.)



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

☞Send for circular.

Discount to Dealers.

LINCOLN HOLLAND & CO.,

Worcester, Mass.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. Diamond Badges $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., Boston, Mass.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

BEFORE BUYING,

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

☞The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha. Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—Genuine Rudge Humber Tandem; new last season; ball pedals; Butcher cyclometer and lamp included. Cost $260; will sell for $160. Address M. H. GILBERT, 29 Maple st., Waltham, Mass.

2 BARGAINS—A 54-inch New Rapid for $75; a 54-inch Victor for $85; both wheels in good condition, and must be sold. F. S. HEARD, Hagerstown, Md.

WILL EXCHANGE—Fine Remington No. 3 Rifle, checkered pistol grip, Creedmoor stock, open sights, cal. 32-10, 30 brl., for best Bicycle offer. Address E. E. HARRIS, Western Cycle Agency, Perrysville, Ind.

BICYCLE FOR SALE—52-inch Expert; first-class condition; a bargain. Call 72 Equitable Building,

FOR SALE—Special Star; two-thirds nickel; 45-inch; nearly new. $85. P. O. Box 1392, New Haven, Ct.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $60; 52-inch British Challenge, $40; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

A RARE BARGAIN—54-inch Expert Columbia; nickeled and enameled; ball bearings all around; in *first-class* condition. Cheap for cash. Address Box 21, Penn Yan, N. Y.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

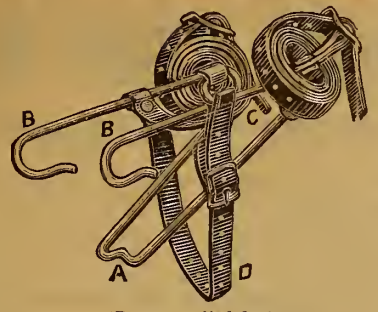
CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.



SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

C. H. SMITH,

249 Woodward avenue, Detroit, Mich.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

L. A. W. CARDS.

Engraved and printed from Copper Plate. The neatest L. A. W. design ever gotten out.

50 Cards with Name, $1.00, Postage Paid.

JOHN HANLEY,

Bookseller, Stationer and Printer,

171 Woodward Avenue, - Detroit, Mich.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

OLYMPIA. A monthly magazine (English), devoted to cycling, lawn tennis, cricket, rowing, fishing, hunting, shooting and every known sport. $3 a year post free. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRCYCLISTS' INDISPENSABLE ANNUAL AND HAND BOOK. By Henry Sturmey. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

LIST NO. 21.

Second-Hand Bicycles & Tricycles

☞We make a Specialty of taking Old Mounts in part payment for new Victors, New Rapids, New Mails, Stars and Springfield Roadsters.☜

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickeled. "4" Enamelled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals. "5" Balls to front, cone to rear, ball pedals.

CONDITION.—"1" Slightly used, good as new. "2" Tires show but slight wear, finish and bearings A1. "3" Tires new, finish and bearings excellent. "4" Tires some worn, finish somewhat marred, bearings excellent. "5" New tires needed, finish and bearings very good. "6" Good, durable wheel, used considerable, but in very fair condition.

No...	Size...	Name	Cost...	Price.	Finish	Brg's	C'ndtn
263	55	Rudge Lt. Roadster,	138.75	73.00	4	1	2
264	54	Columbia Expert,	130.00	75.00	4	2	4
266	55	Spldg. Semi-Racer,	140.00	35.00	4	1	4
269	51	Special Star,	160.00	85.00	4	Ball	1
275	48	Victor Roadster,	127.50	85.00	4	1	1
277	52	Special Club,	160.00	100.00	1	1	1
285	51	Special Star,	120.00	70.00	4	Ball	4
286	44	Special Facile,	123.00	60.00	4	1	4
287	52	Columbia Expert,	127.50	72.00	4	1	2
290	52	Victor Roadster,	132.50	82.00	4	1	2
298	39	Otto,	35.00	18.00	5	4	2
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	24.00	5	4	1
306	51	Special Star,	135.00	80.00	3	Ball	2
308	56	Columbia Expert,	132.50	78.00	4	1	2
314	53	Royal Mail,	140.00	88.00	4	1	2
315		Springfield Roadster,	75.00	62.00	4		1
327	54	English,	130.00	59.00	4	2	1
332	52	N. Rapid Lt. Rdstr.,	137.50	115.00	4	1	1
334		Columbia 3 trk. trike,	160.00	80.00	4	2	2
343	52	New Rapid Roadster,	147.50	134.00	3	1	1
350	52	N. Rapid Lt. Rdstr.,	137.50	112.00	4	1	1
351	—	Humbr Safety (Rover)	140.00	115.00	4	1	1
354	55	Columbia Lt. Rdstr.,	145.00	60.00	4	1	5
355	54	Columbia Expert,	140.00	80.00	3	1	1
303	50	Columbia Expert,	135.00	75.00	1	2	2
364	56	Columbia Expert,	142.50	100.00	1	1	1
365	48	Columbia Expert,	122.50	85.00	3	1	2
370	54	Columbia Standard,	110.00	50.00	3	3	3
374	56	American Club,	135.00	60.00	4	2	4
375	56	Rudge Lt. Roadster,	140.00	65.00	4	2	2
376	54	Special Club,	135.00	78.00	3	1	2
377	56	Victor Roadster,	132.50	95.00	4	1	1
378		Beeston Humbr Tdm.,	200.00	110.00	4	2	4
380	55	Royal Mail,	140.00	80.00	4	2	4
384	52	N. Rap. Lt. Roadster,	147.50	100.00	3	1	2
385	54	Columbia Expert,	140.00	75.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
388		Royal Mail 2-trk.trike,	165.00	135.00	4	1	1
389	42	Am. Pony Star,	85.00	50.00	4	Plain	5
390		Beeston Humbr Tdm.,	200.00	115.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	95.00	4	1	1
392		Kangaroo Safety,	135.00	75.00	4	1	1
394	48	Columbia Expert,	122.50	70.00	4	2	2
397		Columbia 2-trk. trike,	165.00	95.00	4	1	2
399	50	New Mail,	127.50	90.00	4	1	1
400	52	British Challenge,	137.50	55.00	4	2	4
401	46	Special Club,	125.00	60.00	4	1	4
402	52	Columbia Expert,	132.50	90.00	1	1	1
403	—	Quadrant, No. 8,	185.00	125.00	4	1	4
406	54	Dictator,	140.00	51.00	4	1	4
407	42	Otto, Improved,	40.00	20.00	6	4	4
408	—	Columbia Tandem,	250.00	200.00	4	1	1
409	50	Columbia Expert,	130.00	100.00	4	1	1
410	52	Columbia Expert,	122.50	85.00	4	1	2
411	56	British Challenge,	147.00	70.00	6	1	2
412	52	Columbia Expert,	122.50	67.00	3	1	4
413	48	Columbia Standard,	97.50	30.00	4	4	4
414	—	Rudge Bicyclette,	135.00	105.00	4	1	2
415	52	Columbia Expert,	132.50	85.00	1	2	2

—ALL MACHINES GUARANTEED SOUND—

Upon receipt of $5.00 any Bicycle on above list will be sent C. O. D. for balance with privilege of examination.

FULL LINE CYCLING ACCESSORIES.

Correspondence Solicited.

New York Bicycle Co.,

8 WARREN ST., NEW YORK.

(Mention this paper.)

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Not a Broken Backbone Last Year!

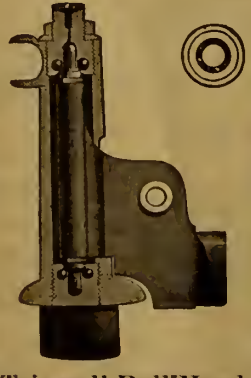


The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

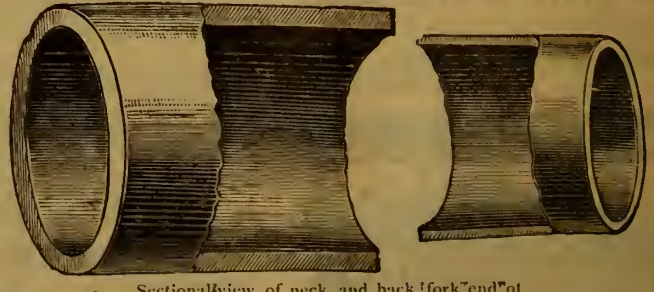
Sure 'tis a Trigwell Ball Head Year!

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 JULY, 1888.

WHILE riding through the suburbs of Boston a few days ago, we noticed the following as the mounts of the few riders we met: Two tandems, one single tricycle, two rear-driving safeties, one Star, one Springfield Roadster, and two ordinaries. We wonder if this chance list can indicate the tendency of cycling of to-day?

LATELY riding through the Arnold Arboretum, which is connected with Boston's park system, we heard a police officer inform a rider who was coasting that he must keep his feet on the pedals. We think this rule, if it is a rule, is not an unreasonable one, and we hope all wheelmen using the park ways will be considerate of the rights of others, and observe all rules.

NO end of English records are claimed on the strength of Harry Sturmey's timing and S. Golder's lap scoring. If we applied the same rule to English records as Sturmey and Hillier *et al.* apply to those made here we would denounce their new records as incorrect and frauds on the public. There never was a record made here that did not have more than one timer; and to be real Yankee, we 'guess America can produce a good watch, and we see no reason to doubt that Americans know how to handle a timer.

AT the meeting of the Massachusetts Division Officers last Saturday a few alleged gentlemen, who were by courtesy permitted to dine with the board, rendered themselves obnoxious by their outrageous and vulgar conduct at the table, and by their noise and interruptions during the meeting. We do not remember the names of the worst culprits, although honored by an introduction, so forbear to identify them in any other way as to bring odium on any club unfortunate enough to count them among its members.

WE know that each section of the country has its customs, and that these customs, though they may seem strange to those not used to them, are worthy of consideration. Neverthless, we cannot admire the custom that prevails in some sections of having bicycle races on Sunday. We do not like to see it, and this dislike is not because we write from New England. We are not of New England birth and our experience has been as much in the West and South as in the East. Yet we never could abide the custom in some parts of the South and West of making Sunday a day for racing and base ball matches. We suppose, however, that this thing will go on whether we like it or not.

REPORT OF THE ENTERTAINMENT FUND COMMITTEE.

NINTH ANNUAL MEET, BALTIMORE, MD.

IN accordance with the design of the committee, the distribution of prizes to those who had subscribed to the L. A. W. Entertainment Fund, took place Wednesday night, June 20, on board the steamer Columbia, on her return from Bay Ridge with the L. A. W. excursionists on board. The accounts of the Committee were audited by Wm. M. Brewster, Treasurer L. A. W., and H. H. Hodgson, C. C. Louisiana Division; this and the subsequent drawing of prizes, which was conducted in the usual way, was done in the presence of the following gentlemen, who were especially invited to superintend the drawing:

T. J. Kirkpatrick, President L. A. W.
H. W. Hayes, Vice-President L. A. W.
Abbot Bassett, Secretary-Editor, L. A. W.
G. A. Jessup, C. C. Pennsylvania Division, L. A. W.
C. S. Duval, C. C. Rhode Island Division, L. A. W.
W. H. Beatty, Chairman Finance Committee, Baltimore, Md., and many others.

The books were closed Wednesday, 12 o'clock, and showed total receipts of $1,951. The Committee therefore withdrew the ninth, tenth, eleventh, and twelvth prizes, leaving the other eight, as per printed plan, and we call attention to the fact that the value of prizes exceeded the promised two-thirds of subscription by about $90.

The following is a list of the prizes and the numbers drawing the same:

Receipt.	No.	Prize.	Value.
917	1	No. 15 Quadrant Tandem,	$250.00
959	2	" 15 " "	250.00
2963	3	" 14 Ladies Quadrant Tricycle,	175.00
1352	4	" 8 Quadrant Tricycle,	175.00
2954	5	New Rapid Safety Bicycle,	135.00
232	6	" " Roadster Bicycle,	135.00
2648	7	" " Safety Bicycle,	135.00
1662	8	" " Light Roadster Bicycle,	135.00
			$1390.00

Holders of above receipts are requested to forward the same by registered letter to the undersigned, and orders on the Clark Cycle Co., 4 Hanover street, Baltimore, for their prizes will be mailed to them.

We wish to extend our thanks to all who have subscribed in this way toward assisting us in entertaining the members of the L. A. W. at the ninth annual meet.

F. W. POPE,
Chairman Entertainment Committee Fund.
P. O. Box 607, Baltimore, Md.

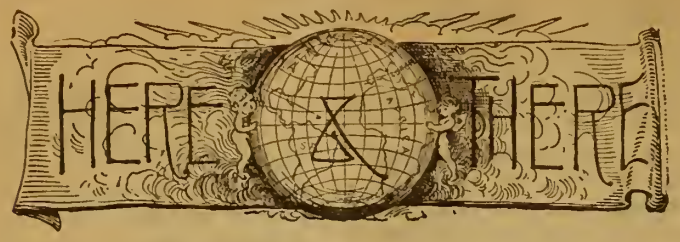
[This should have appeared last week as the letter was mailed in time to reach us for that issue. The original letter however went astray and has not yet reached us. The above is a duplicate. Uncle Sam is to blame in the case and not Mr. Pope.—ED.]

THE date of the Binghamton, N. Y., race meet has been changed to August 2d. Particulars next week.

WE received a pleasant call on Thursday from Mr. Albert E. Schaaf, with the Gormully & Jeffery Mfg. Co.

MR. J. S. DEAN has accepted second place on Committee on Rights and priviledges for the ensuing year. Chas. H. Luscomb is Chairman.

A COMPLIMENTARY dinner to J. S. Dean was tendered by his many friends at Hotel Victoria last evening. Mr. Dean sails on the Bothnia for England to-morrow, Saturday, to be gone all summer



ENGLISH LETTER.

"SENATOR."

AFTER seeing W. A. Rowe safely aboard the Liverpool train with Allen, his trainer, at Newcastle-On-Tyne, I boarded the Southern express, and arrived in Birmingham, and transacting some buisness relating to the late three days' tournament at Aston, I proceeded the following day to London via Coventry, reaching London the same evening. Proceeding to Fleet street a large batch of American, German and home letters and papers awaited inspection and as Big Ben of Westminister Abbey tolled the hour of midnight I quitted the *Sporting Life* office and repaired to my lodgings to take the 7-15 A. M. train for Berlin via Queensboro and Flushing (Holland).

I LEFT Temple and Woodside to do battle for America at Dublin in our international tourmament with England represented by Fred Wood. Lees, G. H. Robb and others, and how well they succeeded was told in a telegram I receive in Berlin as follows:

DUBLIN, June 2d.

To Morgan, Berlin—"Temple won all three races, Woodside second in mile handicap."

WOOD and Temple were the scratch men in the mile and Woodside and Robb on the 20 yards and Lees on the 30. Woodside and Temple at the half mile left the field the latter running by half a length from Woodside; Wood, Robb and Lees beaten off, time 2.40. The mile scratch race Temple won by ten yards in 2-42; Wood second, Woodside third by a foot. The five miles saw the three Englishmen sprint Temple in turns, to break him up, and this was kept up for three miles, when to their great surprise Woodside pushed to the front with Temple on his trail and the Englishmen were now 50 yards to the bad amid a perfect roar of the excited Irish audience. Temple then allowed Wood and the others to come up and on the last lap showed a 2.27 pace, winning by twelve yards from Wood who rode Woodside on the grass at the last corner, nearly upsetting him and secured second place. Wood had in various interviews on his return to England with reporters given it as his opinion that no member of the American team could be termed a champion, and he did not consider them such. I made a note of it and after Saturduy June 2d it is possible Wood thinks differently.

WELL, to return to the Berlin journey. Taking a train at the Victoria Station, I soon found myself on board the pretty little Zealand steamer, "Deutchland," which soon put space between Queensboro' pier and old England, and we were soon ploughing the German ocean and England faded from view. On our right we sighted the Belgian coast, and in seven hours, which time Neptune behaved most gentlemanly, on a beautiful calm summer day we were soon talking Dutch, and arguing the right of way with a racing "Club" bicycle in one hand, and several excitable Dutchman who wanted to carry it to the Berlin train, which stood ready alongside the Flushing pier, in the other. Sixteen hours later, if the fates proved kind, would find me in the German Capitol. The Dutch State rail road carriages pleased my fancy immensely, if the ventilation apparatus was improved upon, and bad Dutch cigars prohibited, even if you should by mistake, in an evil hour, get into a smoking carriage, through your imperfect Dutch education.

THE journey through Holland, to the German frontier, some six hours, was uneventful, and the only sight which struck my fancy was the Dutch women, of all sizes and shades of (?) beauty, working like so many navvies in the fields, and the men doing seeminlgy the less work. The architecure of the Dutch buildings seem peculiar, and the land low and marshy—but a good lot of cows and horses seem to thrive on the land. At Benlo, one of the frontier towns, the customs officials "went through" my baggage, and strange to say, did it with great dispatch, quite a contrast to the slow torturing manner of some Canadian and English officials that I have seen. My bicycle, through the influence of some silver, went throught unmolested, and about mid-night we reached the historic city of Hanover Germany, celebrated for its beings and learned men. Waking up a sleepy waiter, we drank some coffee and had a light feed, proceeding on our journey "to Berlin," as the French cry was in the outbreak of the 1870 little unpleasantness. Some German students, smoking vile cigars, have entered our peaceful second class carriage, and make things exceedingly sultry and smoky for the next four hours, mercifully leaving us three hours' journey to Berlin. There is not much to see from the train in Germany, on the route taken by your correspondent, except sand hills, fir plantations, and occasionally a farm house.

THE train which carried us the entire journey through with only one change (and that only to use another track) from Holland steamed into the Frederick-Strasse station in Berlin at 7.15 A. M., or just twenty-four hours from London. The editor of *Der Radfahrer*, T. H. S. Walker, who is the chief man in Berlin, and indeed German cycling met me at the depot and accorded me a warm welcome to the land of the Kaiser. Mr. Walker is an Englishman by birth and education, and is President of the Berlin Racing Association, consisting of six Berlin clubs, Mr. Walker's club, "The Berlin," being founded in 1879, and is the oldest in Germany. Mr. Walker talks German like a native, and "bosses" the whole racing concern, *a la* Ducker, and a fine, hustling "boss" he is too.

FOR the past few years the annual June tournament in Berlin, lasting two days, has been *the* event in cycling on the Continent, and England has sent her best men to compete against the best German riders. Bicycling by police ruling is prohibited in the streets of Berlin, and it was only a month ago that Mr. Walker's club obtained the privilege of tricycling in the streets. Why tricycling, to the exclusion of two-wheeling, is allowed is a German police puzzle which I give up trying to solve. Mr. Walker and others are doing a big business in letting trikes out at twelve cents per hour, which makes pedestrian exercise after dark risky work on some of the principal asphalted thoroughfares, especially in the Unter-den-Linden, the main thoroughfare, with asphalt streets either side, and a row of linden trees in the centre.

CYCLING is flourishing in all parts of Germany, and the late Emperor (who died to-day at Pottsdam, just twenty miles from here) presented a hundred dollar prize for an amateur competition, which took place last Monday (this week) in Berlin. This recognizing the sport by the late lamented Kaiser must have its influence.

THE tournament here was a huge success, and over 20,000 people patronized the sport, which was of an inviting description. My cable to you will have advised you of results. The professionals rode fast races, and Temple, of the American team, is beating the Frenchman (Dubois) and the Englishman (Allard), upset two records by the 2000 metres and the 3000 metres, the latter being two miles, which the Chicago lad rode in the very extraordinary time of five minutes ten seconds, beating the previous record by Dubois, made in Munich (Bavaria) by fourteen seconds. The amateur races furnished a surprise in a new German flyer named Lehir, of Frankport, who badly whipped the Washington Crist, making rings around him much to the surprise of everybody. Lehir won every race he started in with one exception, and then he rode with great velocity into a Dutchman, who, unseen, commenced to roll a barrel of beer across the track, and the little German, who had started from scratch in a mile handicap, was coming at tremendous speed with his head down, and before a warning voice could be raised, he dashed into barrel and Dutchman with a crash I'll remember for a long time. A badly sprained arm and smashed wheel was the result, and as it happened on the third and last day and in his last race it was hard lines on the plucky little Teuton.

THIS Lehir is about good for 2.30 or thereabouts on a Springfield track, is only 17 years old, weighs 155, and rides a 54-inch "Club." The German tricyclist walloped the London amateur, Walker, who came over also, and he did not even secure a third or fourth prize, so you see what a warm lot the Germans are liable to be when they have another few years' improvement. The track here is four and one-half laps and is only moderately fast. The meeting was well managed, and the extra day was put in, owing to the American team being present. Crist, of Washington, won three seconds, and one first prize for a lap race with Leher not up, and W. E. made many friends by his quiet unassuming manner. Temple, of course, was the lion of the "pros.," and created wonder and surprise by his dashing style. The American team stood in on the profits of the meeting, and were only too well satisfied with the "spec."

WE had six engagements to follow Berlin in different portions of the German Empire, Austria, etc., but the death of "Frederick the Third" has upset our arrangements, as Germany will mourn her Emperor for six weeks, and all amusements will practically cease during that period.

LAST week we visited Charlottenburg, the death place of the late

Emperor William of Germany, and were shown through the grounds and castle, and two days later we visited Pottsdam, and secured admittance to the old castle erected to the orders and under the supervision of Frederick, the Great, more than a century ago. We saw the design of the architecture in the hand writing of the "Great," and were shown through the various rooms of state. I improved the opportunity of making some notes on the identical desk formerly used by "Frederick, the Great," in his own private study. It would take me columns to enlarge on all we saw, so I forbear. After visiting the modern portion of the new castle used by the late Emperor, and a walk through the beautiful drives and walks, we returned home much delighted with our trip. We had hoped to see the illustrious suffering Emperor but it was a bad day with him, and he was forbidden driving or walking. Berlin is draped in mourning and flags are flying half-mast, and all Berlin citizens are wearing tokens of respect to the memory of the departed monarch. The world can ill afford to loose many men of the stamd of "William, the First," and "Frederiek, the Third," but death is a leveler, and therefore royalty and plebian alike must bow to his inexorable demands.

We leave Berlin Saturday night for Frankfort, and after visiting the celebrated Heidelburg Castle near the latter place, we take a three days' sail down the famous Rhine, reaching Rotterdam (Holland) about Thursday, visiting interesting points en route. We will in all probability assist in the opening of the new Holland track at Hague on July 7th, and will no doubt fill one or two engagements elsewhere in Holland before proceeding to Brussels, where negotiations are almost completed for a tournament in connection with the world's exhibition now being held there. The team will return to England via France, and will make their final bow to England August 4th or 6th, then sailing from Liverpool "to the land of the setting sun."

Berlin, Germany, June 15th.

NEW ENGLAND.

"THE JOTTIST."

We are advised that W. A. Rowe will go into training for the fall races. Rowe will not let pass the smallest chance to improve his condition, so that when Howell comes over he will be fit to meet the doughty Englishman and have a good show at turning the tables on the great Briton. Howell is also getting in shape for the return races, and the care he is taking of himself is evidence that he feels he has no "picnic" on hand when he meets Rowe in the fall.

L. A. W. meet of Massachusetts Division August 2, 3 and 4.

Young Windle is looked on as a coming man. Keep your eye on him the coming season.

Midgely and Mc Cune, of the Springfield Roadster team, are hard at it training on the Lynn track.

Dole says he is willing to back Crocker for $500 to ride Rowe a series of three races at any time during the season.

Rowe has commenced to ride again. He has discarded his sling and for a few weeks will do his pedal pushing on a three wheeler.

The Cambridge Club will take an outing on the yacht Fleur-de-lis. The party will consist of thirty, and the trip will extend as far as St. John, N. B.

Asa Wendle, Rowe's old trainer, gives it as his opinion that William A. will make a better showing next fall when he and Howell meet at Buffalo.

The mile record for the state of Maine is reported as being 3.20. This slow time is no reflection on the speed of the Maine Cyclists, but it speaks volumes as to the vileness of the race tracks in the state of Maine.

We were favored with a call from Mr. Newcastle, of Portland, Oregon, who is on East on a short visit. Mr. Newcastle is a prominent cyclist of Portland, and has been connected with the Oregon Bicycle Club, as captain and other important positions. The gentleman was delighted with the glimpse he had of our sand-papered roads.

Some of the Springfield Bicycle Club members are talking of organizing a tour by wheel to Buffalo in September. Howard P. Merrill, of the *Union*, is trying to get up a large party to go by rail. If a sufficient number can be pledged special rates and accommodations can be secured. Cyclists in Springfield and vicinity should send in their names to Mr. Merrill at the *Union* office.

This hill-climbing craze is getting to be very general. Every cycling center has its "Terror." The "Terror" of New Haven is Highland Street Hill, and many attempts have been made to "get up" it. A week ago a party went out to tackle the grade but only one man on a 51-inch Star succeeded in getting up. The rider's name is H. C. Backus, and he is the only rider who has ever succeeded in climbing it. Several others made the attempt but they all thought better of it before reaching the top.

There is a hill in Gloucester called Mt. Vernon. This hill has always brought the cyclists to grief who had temerity enough to try and ride it. There is a certain combination in existence known as the "Worden Springfield Roadster Combination" which just delights to find a good tough hill that "nobody can ride." Well the hill and the "Combination" had a tussle the other day. The "Combination" tried seven times and the hill had seven good laughs, but Worden's dander was up and so on the eighth time he and his bicycle got on top of Mt. Vernon, and now the hill has nothing to say.

The complimentary run tendered ex-Captain Whitney, of the Boston Club, last Sunday was well attended, despite the bad weather. About twenty gentlemen sat down to a fine spread at the Great Head Hotel. During the afternoon the gentlemen were the guests of J. S. Cushing, a member of the club, and right royally were they entertained. An attempt was made to visit the yacht Ibis, but the wind storm prevented this part of the programme, and it had to be omitted. The day's outing was wound up by a grand supper at Taft's, and then the cyclists and their friends went home content. Captain Whitney returns to his ranch this week, and all of his friends will miss the popular ex-Captain most terribly.

The other morning at Hull we were hurrying to put on our detachable saddle so that we could ride down to the boat that leaves for Boston at 8.10 A. M. We only had about 5 minutes to go the mile, and so we naturally fretted and fumed, and we are afraid used unseemly language at the obstinacy of the saddle that would *not* be attached. Every second was precious and as they slipped away the perspiration and the anathemas flowed freer and became more blood-curdling. A small boy had been watching our frantic efforts and listening to our "tale of woe," and at last he quietly made a suggestion as to the method of putting on that kind of a saddle which we despairingly tried and were astonished to find that the obstinate saddle at once fell into place. We gasped out our thanks to the clever youth, jumped into the saddle, and spent the short interval it took to reach the boat in mentally kicking ourselves for our stupidity. There is a moral to be drawn from this incident and we drew it.

NEWS AND COMMENT.

Fred Foster, of Toronto, captured the Canadian mile tricycle record the other day in 3.18 4-5. The *Globe*, in reporting the fact, says, "When will this record breaking stop?" We would say to the *Globe* man that there is lots of chance to "keep a-going" between the 3.18 of Foster and the 2.41 3-5 of Gatehouse. Foster, on a good track, can beat three minutes considerably, or we miss our guess.

Temple wants a match with Howell for £100 a side; distance, one and ten miles.

The race meeting to be held at Pittsburg last Saturday was postponed on account of rain to July 7th.

Rochester (N. Y.) wheelmen had a lantern parade on the Fourth. Three or four hundred wheels were in line.

We had a call from Geo. D. Hendee last week, and were sorry not to see him. The rumor that Hendee had been re-instated is without foundation. He has not even applied.

Mr. H. D. Corey is now away on his honeymoon. The wedding, which took place last week, was very quiet. The happy pair will be away for some time.

W. J. Corcoran, the well known athletic trainer, is now in Boston, and all letters to him should be addressed to him in care of the Bicycling World Co., 12 Pearl street, Boston.

Mr. F. S. Dole (the backer of Eck's "Yankee team") was lately married to Miss Augusta Fleming, of Watertown, N. J. The pair are now at the White Mountains enjoying their honeymoon.

Mr. Ducker's efforts to bring Mr. Hillier to America are well meant but will prove useless. When Mr. Hillier comes he will pay his own expenses. We would like to see him and have him see us.

An effort is being made by New York wheelmen to have the authorities extend the asphalt pavement now on Madison avenue between Twenty-third and Thirty-Second streets out to Fifty-ninth street.

They have a "sporting editor" out in Portland, Ore., who does not know that the riding for a purse makes the amateur a full fledged professional. Will Censor Page please squelch that editor and oblige?

W. S. Doane, now of Denver, Col., will start from that city August 5 and ride to Boston, via Buffalo. His route will be given later, and Mr. Doane promises to keep us posted as to his progress from time to time. Mr. Doane will ride a 40-inch Apollo.

In Charlestown, W. Va., the principal streets are paved with a patented combination board floor and hard brick pavement, which is smooth, sightly, almost noiseless, cheap, durable and generally satisfactory. This pavement is being extended from year to year, as the city finances admit of it.

The Cincinnati cyclers are trying to prevail on the managers of the Cincinnati pageant to allow the bicyclist to participate. To be sure such a plan would be very satisfactory for the cyclers, but as it would require the police to make room through the immense crowds twice it is looked upon with disfavor.

A practical illustration of the muscular Christian is given in the instance of the Rev. Geo. A. Knerr, of Sunbury, Penn., who rode from that place to Reading, Penn., on Monday, 25 June, a distance of 108 miles. He stopped at Dauphin some three hours. The Reverend gentleman rides a Star.

After reading the following, taken from Oregon *Siftings*, can any one say that missionary work as to the road building and repairing methods does not need pushing? The italics are ours: "Messrs. Danel and Cushman, the two wheelmen of Tacoma who started on a cycle trip to 'Frisco overland, wrote some two weeks from San Francisco. They report the roads as being pretty tough, not only from the rain, *but from the farmers plowing up the road to save taxes.*"

The *Spectator*, of St. Louis, takes up the cudgels on the side of right and decent behavior. Mr. Page and the editor of this paper have from time to time indulged in some pretty sharp sparring, but we are with him hand aud hand in this crusade against rowdyism in the ranks of the L. A. W. and among wheelmen in general. Shake, Mr. Page, and if our left hands are used to give each other a dig in an "amateurish" way, we never can feel other than a sympathy for you so long as your right hand swings a club to give the rowdy element a good, honest thump.

As the Aeolus Club, of Chicago, were riding past the corner of Huron street and Centre avenue on their way home from the L. A. W. run on Sunday, 17, a rascally rough caught hold of Captain Bray's wheel, and without any provocation, threw him heavily. Luckily Mr. Bray escaped without injury. A police officer happened to see the cowardly act and immediately arrested the offender. On Monday a number of club men went down to appear against him, but the judge could hardly have been aware of the criminality of the act for he only fined the brute $3 and costs, about $3 more. A year in the penitentiary would not have been too much.

A correspondent, writing from Providence, R. I., desires to know the best track and road records for 25 miles; he would also like to know the best tandem record for one hour, 25 miles and 24 hours. The records are:

Track bicycle, 25 miles, 1.10.34 4-5, by Jules Dubois, August 24, 1887.

Road bicycle, 25 miles, C. E. Kluge, 1.30.00, May 30, 1888.

Track tandem, one hour, Allard and Oxborrow, 20 miles 715 yards, October 17, 1887.

Track tandem, 25 miles, Allard and Oxborrow, 1.13.42 4-5, October 17, 1887.

Track tandem, 24 hours, W. J. Morgan and Louise Armaindo, 250 miles 140 yards, Lynn, October 19, 1886.

A correspondent writing from Londesville, Pa., at which place veracity and truthfulness do flourish, sends us the following, which we confess rather staggers us, but coming from the section named and over the signature it did, we have nothing to do but accept it as gospel truth, and mingle our tears with those of the cowless and "aged peasant." "Cherries are ripe in this section, and work, such as bicyclists generally choose, is rather slack, so our riders take advantage of these circumstances, and hie away to the choicest cherry trees found on Chestnut Hill, three miles away. Last week our consul, Mr. C. Long, and Mr. M. Kern, while on one of these trips to Cherry-land, met with quite an interesting adventure. They were coming down the hill at a fair speed, the consul in advance, when they met an aged peasant driving an old cow. The animal squared off for the consul's wheel, but miscalculating speed, she just missed it, but Mr. Kern struck her broadside, cut her clean in halves; one of the handles struck the rear half and was slightly bent, the wheel made a few gyrations and sped with its rider on its way. The peasant stood and gazed at the cow, rubbed his weeping eyes, shook his head in dispair, and said, 'Oy! Oy! Oy! Oh! my ormey oldy kuh!' Some days ago the New York and Chicago Limited Express struck a two horse team at a road crossing here, killing one of the animals and throwing the driver some distance, but this was a trivial and insignificant affair compared with the adventure Kerney had with the cow."

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

The afternoon parade of the Brooklyn Bicycle Club "permeated" on the afternoon of Saturday last. In point of numbers present it was not so much of a success as was anticipated. In all, 130 participated, including 60 of the B. B. C, 8 of the Brooklyn Ladies Tricycle Club, including the one lady bicyclist of Brooklyn, 30 of the K. C. W., 12 of the L. I. W., and 20 of the Universals, not to mention Y. H. Servant. The line of the parade was a long one, over six miles of parade in all; and covered a good deal of business-like Belgian pavements. The pacemakers, Messrs. Neal and Ackerson, led, followed by the squad of mounted police and a mounted bugler from the 12th Regiment. The way that bugler made things hum was a caution. Percy Seixas can hardly be consoled. It was the first time for most of us to witness the riding of the one lady bicyclist. The mount was accomplished as gracefully and easily as can be imagined, and once in the saddle this lady in particular had no trouble in keeping up. After the return, the visitors were regaled on the luxuriant lawn in the rear of the house with delicious claret punch, et cetera. The latter was very nice.

The Kings County Wheelmen had a well attended Club run to Roslyn, last Sunday, under command of Lieutenant Harry Hill.

Gentlemen of New York and Brooklyn, keep your eyes open for the announcement of the promised blow-out of the Mercury Wheel Club, probably July 21.

Capt. Clarke, of the Mercury Wheel Club, holds the record of that Club for June, with 431 miles, and for fifteen days of April, and the months of May and June, 1,003 miles.

Mr. C. A. Sheehan, of the Manhattans, is making arrangements for a special train on the West Shore to the Buffalo Meet, and promises a special boat for the party from Brooklyn, if the delegation from that city is large enough.

Manhattan Bicycle Club. Total milage for May, 2,537 miles. During June Messrs. R. F. Shaffner, J. W. Sheehan, and W. H. Putney each made very close to 700 miles, but so many are away on vacations that the total cannot be estimated.

Some of the olde clubs will have to look out for their laurels if the U. C. C. keeps turning out as strong as they have lately. Take the advice of a vet., boys, and make the Patchogue century, and the others will know you 've cut your eye-teeth.

The Citizens are coming in heavily on the road-record question, and the competition waxes fast since Capt. Fontaine disbarred himself so magnanimously from winning the record prizes. The "Cits" had a run down on their lists for the Glorious Fourth, to Coney Island, via Twenty-third street ferry and Bedford avenue: particulars later.

Mr. F. R. Miller, second lieutenant of the Riverside Wheelmen, has been riding only since the first of April, but "all the same," he was one of the twelve finishers of the Great Century, and wants to try it some more. His riding compares very favorably with that of the supposed "toughs," who dropped out at Trenton, although they had not ridden nearly so far, and were capable of further effort.

New York Bicycle Club. Total mileage reported for June, 6,106 miles. Total for year, including June, 16,330 miles. The leaders for June were Mr. G. M. Nisbett, 1,059 miles, which is probably the record for the United States, Mr. W. E. Findley, 819 miles, and J. M. Andreini, 288 miles. The above Mr. Findley rode every day in the month of June. Mr Nisbett's record for the year, so far is 2,283 miles, Findley's. 1,283. E. del Genovese, 1,160 miles.

In this week's issue the advertising space occupied by Gormully & Jeffery Mfg. Co. contains an excellent cut of the completed Rambler safety bicycle. The changes made greatly strengthen and stiffen the frame as originally designed. We have been promised one of these machines to try at an early date, and we shall take pleasure in giving the results of our trial.

If you want a second-hand wheel see on page 193 the advertisement of the New York Bicycle Co.

Who was at the last League Meet but admitted that

The American Rambler

was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

It is the lightest, too, of them all, and of the highest possible grade, and what is just as gratifying is the fact that we are now booking orders for August delivery.

Price, Standard Finish, $120.00.

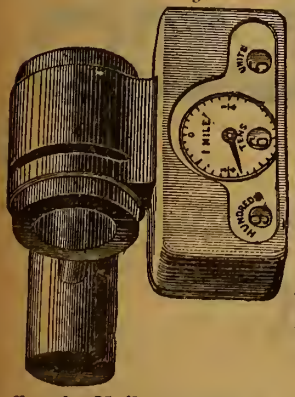
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CORMULLY & JEFFERY MFG. CO., - - - Chicago, Ill.

Largest American Manufacturers of Cycles and Sundries.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Patented Feb. 15, 1887.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

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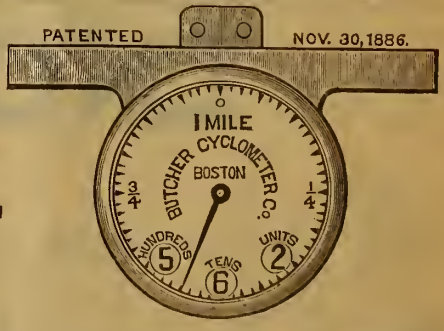
BUTCHER CYCLOMETER CO.,

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Free by Mail on Receipt of

PRICE, . . $10.00.



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF

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Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



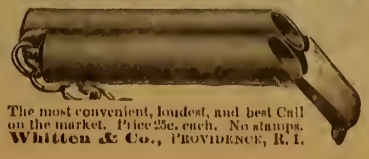
Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

TWO TRIPS TO THE EMERALD ISLE, by that well known wheelman, A. J. Wilson ("Faed"). A charming little book, giving the author's account of a "Racing Trip to Dublin" and a "Touring Trip to Killarney. When we say that George Moore did the illustrating that will convey to the cyclist's mind that they are well done. The narratives are delightfully told, and the book should find a resting place on every cyclist's table. Price, postpaid, 45 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.
Whitten & Co., PROVIDENCE, R. I.

THE NATIONAL A HIGH GRADE BICYCLE.

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



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Marlboro' Club Tricycle,

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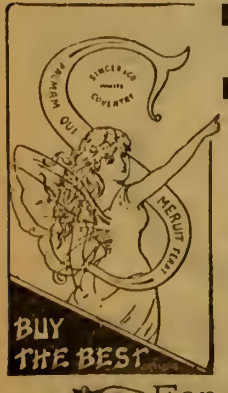
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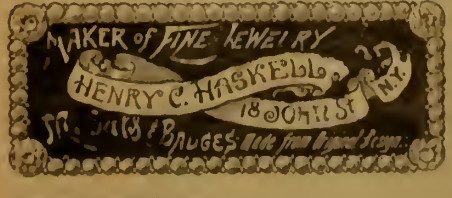
FROM THE

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ABOUT A FRENCHMAN, LADY TRICYCLISTS, AND OTHER ITEMS OF INTEREST.

BY "JACK."

"Le yeux bleus vont aux cieux,
Le yeux verts aux enfers,
Le yeux noirs au purgatoire,
Et les yeux gris au paradis."

These words were being hummed very gaily last Sunday on the Ripley road by a French cyclist, who was making his way as fast as the wind would allow him, mounted on a high ordinary with high head and short handle bars. There was a good deal of the troubadour about the "get up" of the fellow. What with small gold epaulets, a jockey cap with several badges on it, and a military jacket smothered with braid, he was "all very fine and large." Rather an interesting man was this Mounseer Juggins. I had passed him on the road and was thinking what good form it was to sing French love ditties at the top of one's voice on a Sunday morning, when the bell of Frenchy's bicycle sounded, and along he came with blood in his eye "like the wolf on the fold," and his costume so killing "with purple and gold." I let Juggins pass and allowed him to make the pace until I got to the top of a high hill, and then I left poor Mounseer. I have not seen him since. Safety versus ordinary generally results in this sort of thing.

Cycling in moderation for ladies I approve of. A light machine, a suitable dress, good roads, and a thorough gentleman for a companion who will set an easy pace. I think "Violet Lorne" and "Daisie" will agree with me that there is not a much more pitiful object than a woman flying along with her hair streaming in the wind, her nose red and her face perspiring till it glows crimson. Of course in nine cases out of ten the girl has a companion who sets a pace which is altogether too fast for the average woman, but the poor girls are so horribly handicapped by their dress, and by the heavy machines upon which women generally ride. I see it every day. A twelve stone man upon a forty-five pound machine, and a fragile looking girl of say eight stone upon a machine that her brother used to vow weighed somewhere over eighty pounds (but which was quite good enough for sister). And then the idea of two persons so mounted, trying to take an enjoyable ride. The strong man whose machine is good for thirteen or fourteen miles an hour, and the "bath chair" that might with a strong rider pass six milestones in that space of time.

Mrs. Smith, the English tricyclist, never seems hot or untidy. I would that girls who are going to ride could see Mrs. Smith after a twenty-mile spin. She understands how to dress, and does so with reference to the requirements of the wheel. I must admit that Mrs. Smith is the most graceful lady rider that I ever saw. It was only the other day that I saw two young lady tricyclists standing under a tree in a heavy rain storm. I volunteered to see them to a place of safety and shelter, but no, they were going fifty miles on to Portsmouth, and bad roads at that. "G. G.!" thought I, and I said "on those machines?" One a Salvo (112 pounder), the other a Coventry Rotary of great but uncertain weight. "Yes, on those machines. Why, what's the matter with them?" "Nothing," said I, "they are *fine* machines." I told a most awful lie, but I know how sensitive a man is about the powers of his horse, dog or gun, and I suppose women are the same about their goods and chattels. That is what I call "grit." Fifty miles on an old "Coventry Rotary?" Why, it is a job very few men would care about in fine weather. But such a day, such roads, such machines, *such girls*. Here's to the girls. God bless 'em.

The "Anchor" at Ripley is a quaint place but so comfortable. I came there the other day soaking wet and muddy, and was at once given a change of dry clothes. They have change of raiment for *thirty men*. Oh how comfortable for a lot of bedraggled scarecrows to cast off wet cycling togs and jump into a bath and into dry clothes while the rain patters upon the window panes outside.

We are told by travellers that the ostrich, when closely beset by hunters, buries its head in the sand under the impression that because it cannot see its pursuers it is itself invisible. It thus presents a conspicuous target for the hunter's rifle. My acquaintance who signs himself "Chesterfield," and who lately took my name in vain in a cycling periodical about my choice of a *nom de plume*, has a good deal of the ostrich about him. Bless his bucolic innocence. I knew his fine old Roman hand, with its lofty contempt for the canons of punctuation and syntax, and its old-fashioned knock-you-over flourish of "now, sir," before I had read six lines of the epistle. However, as he meant kindly by me I shall forgive him, but he should remember that a dead mummy is always preferable to a living fossil. I think that he has been graduating for the sarcophagus for years past.

I have to thank the editor of the *Scottish Cyclist* for the prominence he gave to a letter of mine clipped from the BICYCLING WORLD, in which I speak rather slightingly of some people who inhabit a small Scottish town on the river Tweed. In the issue of May 2 Nisbet or Bremner, the editors, begin their editorial page with a long "talk" about my letter and say that it is rather strong. I meant it to be *strong*, and feel very glad that the editors of the *Scottish Cyclsst* have thought fit to reprint it in a paper which will perchance fall into the hands of some of the specimens in human guise to which I referred when I wrote it. I do not usually write bilious paragraphs without just cause, and the Peebles paragraph was no exception. I had reason for so writing.

The *Scottish Cyclist* scribes are both ("Aeolus" and "Steersman") well known writers and speak with a decided amount of authority. Their paper is tasty and has surprised all its esteemed contemporaries. I am sorry that they should have jumped wildly upon my Scotch letter. Perhaps I was wrong, and if I was I am sorry. Here's luck to the *Scottish Cyclist*.

This "public press paragraphing" and "private letter apology" is a wheeze of great antiquity, and we are forced to smile at the "Juggins" who has recourse to such a contemptible habit. It reminds one of a boa constrictor swallowing a rabbit, with this difference, that the process of slobbering (the private letter wheeze) occurs after and not before you have been victimized. The odds are in favor of the wily boa constrictor in point of honor.

I was very much pleased to see, in a late BICYCING WORLD AND L. A. W. BULLETIN, the names of nine new L. A. W. members in the State of Mississippi. They hail from a little town I often think about, Greenville. I used to address a great many long letters to that town, "but I haven't for a long time now." I was also pleased to note the appointment of Mr. George G. Clarke, of Greenville, to the Chief Consulship of the State, a position which I once held. I wish him success.

I shall look forward with great interest to the doings of the Mississippi contingent, although the roads *are* vile. I shudder to think of them. I had the honor of being the first man to bring a bicycle to the State, and the poor, old "Special Club" has now been lying in the outhouse on the banks of the Mississippi for some years, with its rubbers eaten off by the sun, and the spider building his wierd suspension bridges among the spokes. A horse is not a bad thing for Mississippi. The road from Jackson to Vicksburg is a caution and should only be attempted when a man has lots of time on his hands. The road up Deer Creek to Greenville (from Vicksburg) is not so bad as it might be, but that is not saying much for the quality of the road. The road from Vicksburg to Yazoo City, by way of Satartia, is a hateful ride, and a wheelbarrow would be as good for most of the distance. There is no reason why a couple of good tournaments could not be got up this year; one at Greenville and one at Vicksburg. New Orleans, Nashville and Memphis might also take the hint. Put a big roller on the Greenville fair ground track and very fair time could be got. And what a crowd you would get. There's a spec for somebody.

GREENWOOD WINS THE FIRST OF THE SERIES.

THE first one of the series of hill-climbing races between Hal Greenwood and Jno. A. Wells, took place yesterday on Kimmswick Hill, which is located about 22 miles south of the famous De Soto road. About 25 Missouri and Cycle Club men witnessed the race; they reached the scene of the contest by a special train via the Iron Mountain Railway and Kimmswick, Mo. The road from the station to the scene of the contest is a miserable piece of corduroy, and several of the boys who essayed to ride, came to grief by having their machines break down under them. Hal Greenwood went down the road the day before and spent the night down there; Wells got there by a wagon from Kimmswick and claims that he was considerably shaken up by the rough travel.

Greenwood won the toss and choose the second mount. Promptly at 6.10 Wells was under way, starting with a spurt. He had reached half of the distance in 3m. 2s., when the strap of the left side of his Star gave way and he came to a halt. There was a murmur of disappointment went up, but the accident did not stop the race. Wells descended to the bottom of the hill, and placed a new strap on his machine to make another attempt.

Greenwood got away promptly at 6.15, and the interest of the event had reached its climax. He started slowly, his usual style of hill climbing, until the cheering of the wheelmen who followed, induced him to go faster. "Go it old man" was the cry, and Greenwood humped himself in great shape. He stood straight over his saddle, and his face wore a set determined look. As he neared the finish his wheel began to wobble, but he persevered and when he reached the finish, an exhausted man, a great cheer went up, for he had accomplished the climb in just 5m. 54 sec. He was disappointed at the time, and showed his friends how a string foot brake, which he always has on his machine when riding the De

Soto hills, impeded his speed by getting caught on the lever of his wheel. Wells got away at his second attempt at 9.47, and his riding was watched with breathless interest. He was doing his best, but even that was not sufficient, and when he crossed the tape he was "dead," and his face white. His time was 6m. 4 sec.; Greenwood beat him by 12 sec.

Wells claims that he was not at his best on account of aforementioned rough trip of two hours' duration in a springless wagon, and was also obliged to hold his wheel the entire distance. The contest yesterday undoubtedly was one calling for good head work and great endurance, and the victory is a big feather in Greenwood's cap, as he was also handicapped by his brake.

NOTES.

The road from Kimmswick was ridden by a number of wheelmen.

Charley Hildebrand broke the backbone of his machine, and four or five others broke their (bicycle) necks.

W. M. Brewster was referee and starter; W. S. Snyder, A. L. Jordan, E. B. Kidson, judges; A. K. Stewart and E. C. Klipstein, timers. Stop watches, similarly timed, were held at each bend, with two men to clear the road at each of the four bends. Those who witnessed the contest were N. H. Hawkins, E. B. Kidson, Percy Stone, E. C. Klipstein, C. C. Hildebrand, A. K. Stewart, W. M. Brewster, L. C. Stone, A. E. Colcord, A. L. Jordan, W. S. Snyder, Julius Hart, R. B. Clark, Ed Bates, C. F. Westlake, H. N. Mayo, Hy Oellein, A. J. Emory, E. Rotty, E. Scott, E. G. Hill, A. A. Knight, J. T. Duningan, Dick Hurck and Geo. Tivy.

LINNEUS.

AT AUGUSTA, ME.

In the bicycle race July 4th at Capitol Park, for a purse of $40, distance one-half mile, Mart Dow, of Waterville, was declared the winner, defeating Harry Stone and Charles Clark, of Augusta. His time was 1 minute 45 seconds.

TEMPLE LOSES A RACE.

WE are pleased to notice from a cablegram to the *Globe* that Temple was so far recovered from his accident of a week ago as to start in one of the races at Amsterdam, but he was compelled to stop, owing to pain caused by his accident. Allard won the race, with Woodside a good second.

THE BROOKLINE CYCLE CLUB.

THIS club held a very successful antique and horrible parade on the Fourth. Cyclers from Boston and surrounding suburbs were out in force and enjoyed the display immensely. The costumes were as usual very funny, especially those representing the feminine portion of creation.

AT SPRINGFIELD, MASS.

THE event of the Fourth among Springfield cyclists was the road race of the wheelmen this morning, the run being to Suffield and return, a distance of twenty miles, and an attempt to beat Eldred's record of 1 hour 19 minutes 50 seconds. The record was not broken, but George Thomas was the winner, making the distance in 1 hour 27 1-2 minutes.

JAMAICA CYCLE CLUB.

THIS club passed the Fourth by indulging in runs in the morning over to Brookline and to Hyde Park to witness the races at the latter place. In the afternoon they held a road race of about three miles. The contestants were —— Walker and E. C. Chase, the race being the result of some good-natured badinage. Walker was given thirty seconds' start, but Chase soon caught up and won the race as he wanted. No time. In the evening the illuminations and fireworks at the club house were very fine, and were witnessed by a very large and enthusiastic crowd of cyclists and their friends.

LYNN RACES.

THE races held July 4, over a terribly rough apology for a track on Lynn Common, resulted as follows:

Novice, one mile; Buttrick (1), Stevens (2).

One Mile Open; Nightingale (1), C. E. Whitten (2).

Two Mile Open Handicap; Nightingale, scratch (1), J. H. Sherman, 9 seconds (2).

Two Mile Handicap; Nightingale, scratch (1), Stevens, 40 seconds (2), Buttrick, 40 seconds (3).

There were five races and seven headers. This is record we think.

RACING AT CINCINNATI.

AT the Cincinnati Ball Park last week, Levi, of the Centrals, won the half-mile bicycle race (ordinary) in 1:26, with Perin, of the Kentons second, six inches behind. T. J. Craighead, of the Kentons, won the half-mile safety race on a Star in 1:33 1-3, Charles Hanauer second. A good-sized audience was present, including a number of our local cyclers, with a general sportive turn of mind.

AT CHELSEA, MASS.

THE races at Chelsea, July 4th, resulted as follows: The first race was the one-mile novice, C. F. Crandon coming in first, closely followed by Louis F. White and John White.

The second race was for the championship of Chelsea, and was very close, being won by C. H. Roberts, with John White second.

The race for the championship of boys under 16 years of age was the next, the winners being George Rogers and Mort Smith.

A slow race of one lap was won by F. W. Bailey. L. F. White was a close second.

The most exciting of all was the lap race of one mile. There were six entries, and all kept close together till near the finish, when L. F. White, C. G. Bernard and C. H. Roberts, who were abreast of each other, all took headers. C. F. Crandon and J. White won the prizes in this class.

The last race was a velocipede race for boys under 12 years of age, the prize being a velocipede, which was won by Fred Clark.

NEW BEDFORD CYCLISTS.

Dispatch to Boston Herald.

NEW BEDFORD, July 4, 1888. The bicycle races arranged by the city council committee on the Fourth of July celebration were witnessed by a good sized crowd. The result was as follows: Five-mile race, for a cyclometer and lantern, five starters—won by F. W. Smith; time, 17m. 20s.; Charles R. Chance second. Half-mile novice race, for a Victor saddle and bicycle shoes, five starters—won by Charles R. Chance in 1m. 40s., A. C. Cory second. One-mile race, for ball pedals and bicycle shirt, four starters—Hoyt and Smith won in 3m. 28, with Charles R. Chance second. Quarter-mile race, without hands, for bicycle bell and monogram pin, three starters—F. W. Smith won in 45s., Hoyt and Smith second. One-mile run and ride, for opera glasses and a Norfolk jacket, four starters—F. W. Smith won in 4m. 15s., with C. G. Howland second. In the team race for a picture, valued at $14, the Southenders won, scoring 19, to 17 for the Northenders.

THE 25-MILE RACE AT PROVIDENCE, R. I.

LAST week Wednesday the Rhode Island Division held their third annual twenty-five mile race at Roger Williams Park, Providence. Heretofore this annual event has been run on the road, but this year it was decided to hold it on the track. Last year the race was run on the road between Providence and Warren, and was won by Mr. Turner, of Warren, in 1h. 42m. 58.; J. Dawson, of Pawtucket, second; Moore, who is entered this time, third. The conditions were good, as the track was fine and there was no wind. Van Wagoner led, with Bruce second, up to the 20th lap, and then Scott made a successful bid for first place, which he held to the finish. Scott rode in grand form and finished as fresh as a daisy. We give results below:

W. A. M. Scott, of Providence, Victor Light Roadster, time, 1.24.30.

Wm. Van Wagoner, of Newport, Star (51-inch), time, 1 26.30.

B. Tailor Bruce, Providence, Victor safety (geared to 60 inches), time, 1.30.20.

W. D. Bullock, of Providence, Rudge, dropped out.

W. A. M. Scott is the three-mile champion of Rhode Island, having won same on this track May 30th, in 9 37.

ON BOSTON (MASS.) COMMON.

THE city authorities always realize the fact that cycle races are a very popular feature in the annual celebration, and this year proved this fact again, over 7000 spectators viewing the races. The track was poor and two serious accidents occurred, Berlo and Caldwell both taking bad falls. We give below the results:

In the first race, which was for novices, and the distance one mile, there were 13 starters. J. P. Clarke won the first prize, covering the distance in 3.16 1-4, Crombie crossing the line 1-4 second later while E. A. Bailey came in third.

The second race was for amateurs, distance two miles. A quintet of riders contested in this event. They were David Drummond, Cambridge; H. L. Caldwell, Boston; Peter J. Berlo, South Boston, C. H. Roberts, Chelsea; and K. Brown, Harvard Club. Drum-

mond won in 7m. 9s., and Caldwell crossed the line one-half second later.

A lap race of two miles came next. It was won by Berlo in 7m., followed by McCrombie in 7m. 1-4s. The following were the riders: Edgar R. Rodd, Rover Club, Brighton; J. P. Clarke, Dorchester; R. A. McCrombie, Dorchester; and Peter J. Berlo, South Boston. The points made in this race were apportioned as follows: Berlo, 27, he never losing foremost position in any of the eight circuits of the course; J. P. Clarke, 6; Mc Crombie, 3; Rodd, 2.

The fourth race for amateurs covered a space of three miles, and was won by Drummond in 11m. 55s., neither of the three other competitors finishing. It was in this race that the accidents to Caldwell and Berlo occurred, as already stated. The fourth starter was K. Brown, of the Harvard Club. Brown had nothing to prevent his taking second prize had he chosen to do so. It is understood that he chose to go to the meeting to be held later at Buffalo as a novice than a holder of a second prize.

Bailey won first prize in the "consolation" race, making the mile in 3m. 21s.; E. J. Clarke coming in one-fourth of a second later secured the second trophy. The other starters were Rodd, Carman, James Clarke, Klaus, Kehew and Brown.

A CHALLENGE.

UNDERSTANDING that certain members of the San Francisco Bicycle Club claimed to have made the best time between Oakland and San Jose, which the Bay City Wheelmen claim. The latter hereby challenge the San Francisco Bicycle Club to a club road race, over the same ground, team to consist of five to twenty-five men. Time, and size of team to be arranged as soon as accepted.

HARRY C. CUMMINS,
Secretary Bay City Wheelmen,
230 Van Ness ave., San Francisco, Cal.

A CORRECTION.

Editor Bicycling World: Will you kindly oblige me by correcting in your next issue, the statement made in your issue of the 22th inst., page 193, that I received 17 seconds in the 2-mile safety race. I was scratch man and gave Midgley 3 seconds start, but, through the ignorance of Van Sicklen, was held back 17 seconds. I protested, but could get no satisfaction. You will greatly oblige me by making a note of the above in your next issue.

Yours very truly, CHAS. A. STENKEN,
225 Palisade avenue, Jersey City, N. J.

June 26, 1888.

MR. HARRIS CHALLENGES MR. WELLS.

Editor Bi. World and L. A. W. Bulletin:—It would seem to anyone reading the effusions of John A. Wells, lately defeated on his Star by a Springfield Roadster, that the only rider left to beat was the undersigned. I have never aspired to place my name openly before the cycling public except in that non-egotistical way, by means of a pseudoym, but this time. When a Quaker treads on a Yankee he treads on metal, and if Mr. Wells would like to test the combination P. M. H. and S. R. vs. J. H. W. and Star his wishes will be gratified, either in a road scorch, in difficult road riding (hill climbing excepted), or on the track, provided Mr. Wells will not use a specially constructed Star, but a Star about the weight of the fifty-inch Springfield Roadster, forty-three pounds.

Washington, June 26, 1888. P. M. HARRIS.

[We were not aware that Mr. Wells had written any "effusions." Mr. Wells has acted and *ridden*, but we do not think he has *written* or *talked* much.—ED.]

HARTFORD, CT., TOURNAMENT.

Editor Bicycling World: The Hartford Wheel Club, feeling encouraged by the success attending their one-day bicycle tournament held at Charter Oak Park last September, have decided to hold a two-day tournament this year. September 12th and 13th have been selected as the best dates for this meeting. The management will spare neither labor nor expense to make this the grandest two-day bicycle tournament ever given in this country. As an earnest of this, we would call attention to the fact that $2,500 will be offered in purses and prizes to the professionals and amateurs. With good weather there is no doubt but what records will be trimmed a little closer, as the most noted riders of America and England will meet at Charter Oak Park, which is well known as one of the fastest tracks in existence. Among the many events will be the one-mile professional championship of America, and the one and three-mile state championships. Riders wishing to do their training here will be glad to learn that a new hotel is now being built opposite the Park, taking the place of the one burned two years ago. The new house will be completed this summer. Kindly oblige by making note of our dates among the fixtures. Further information may be obtained of H. H. SMITH, Secretary,
Drawer C., Hartford, Conn.

THE MASSACHUSETTS DIVISION MEET.

A MEETING of the board of officers of the Massachusetts division of the League of American Wheelmen was held at the Point of Pines last Saturday. The following officers were present: Chief Consul, H. W. Hayes of Cambridge; Secretary, Sanford Lawton of Springfield; and Dr. W. H. Emery of Boston, Dr. W. G. Kendall of Boston, J. F. Adams of Haverhill, J. S. Dean of Boston, J. H. Grimes of Cambridge, A. W. Robinson of Charlestown, J. B. Seward of Chelsea, E. B. Colman of Cambridge, W. A. Mossman of Jamaica Plain, and John Amee of Cambridge. Amendments to the constitution of the division were made as follows: That the constitution shall conform to the constitution of the national body; that the election of Chief Consul, Vice-Consul and representatives to the division board must take place between Jnly 15 and Aug. 15; that districts be appointed as per official notice (see official department). It was voted to hold the annual meeting of the division at Cottage City, on Aug. 2, 3 and 4. Dr. W. G. Kendall and A. W. Robinson were appointed a committee on arrangements.

THE WASHINGTON-BALTIMORE PIKE.

IMPROVEMENT THEREOF SUGGESTED.

FRESH from the incidents of the last week, and while a realization of the vicinity and sisterhood of the cities of Baltimore and Washington is yet strong in the minds of hundreds of wheelmen, I want to agitate a question which has been in my mind for over a year—dormant because no fitting opportunity has presented itself for its discussion. The New England and Middle States comprise the great field for Eastern cycling centres, all connected as they are, by a network of roads, mostly good or at least rideable, with occasional stretches of poor or bad highways, avoidable however by circuitous routes. This field extends as far south as Baltimore, the Lancaster Pike, and Hagarstown with an exceptional penetration of 136 miles from the latter point via the Shenandoah Valley, into the otherwise unrideable sands and wilds of the entire set of Southern Coast States.

And Washington—the beautiful capital city of our nation—with her far-famed and unsurpassed concrete streets, her public buildings, her parks, and her thousand points of interest to the average wheelman—is shut off from other Eastern centres by wretched pikes between here and Baltimore, and because a detour would take the rider seeking an average road or a typical New England thoroughfare, not slightly but something like 30 miles out of his way—enough to consume two days of our warm southern riding to cover 40 miles direct or 49 by the nearest road. What is the result of this? Something like 3000 wheelmen attended the League Meet in Baltimore—about 400 in all came over to Washington; I have yet to hear of the first man among them who scorned the cars and pedaled the short distance intervening in the true spirit of a cyclist enjoying his outing a-wheel. At other points, wheelmen living in centers only 40 miles apart "run over" to see each other a dozen times a season, know each other well, can find their way to each others' club houses, and enjoy the brief span of roadway that separates them. We do too, oh yes. There's perhaps not a hundred men in both cities who haven't ridden the distance once or more. We call it trifling, laugh at those who think otherwise; but all the same when the trip is to be taken I notice we haven't time to ride, can't get a crowd, its too hot, or for some reason, always good, we prefer the cars. I didn't hear a Washington man at Baltimore even propose to skip the excursion the last day and bring over a number of intending visitors by road, much less do I know of one who would like the job; but at other meets enthusiastic crowds would have gathered all eager for such a ride to vary the pleasures of the meet.

Turn to Route 49 of the Pennsylvania, New Jersey and Maryland Road Book—the one link connecting the Capital city with the great eastern field—the one road which, if it were good, would make Washington, not Baltimore, the southern limit of eastern cycling—the single highway which, if *practically*, not boastedly, up to the average of other roads, would connect us with our sister city, Baltimore, give respective wheelmen greater intercourse and friendship, and permit long distance tourists to place Washington on their list as an additional visiting place, to which they might ride with ease from the Monumental city in one day.

The road book record doesn't look bad; as a whole the road itself is not. From Baltimore to Columbia (thirteen miles) is good,

though hilly; from Sandy Spring to Washington (twenty-one and one-half miles) is also good and also hilly, and rideable entire by an average wheelman without a single dismount. And this leaves but fourteen and one-half miles bad? True—but consider. Imagine a road for forty-nine miles with hardly a level stretch of three miles in it, whose hills are legion, and some rather steep and long; ride this as we have to in literally hot weather, with little shade, a scarcity of springs, an abundance of dust; and no rivers to wheel by the side of, no pretty girls *en route* to encourage us, no railroad to pick us up if we fall or sicken (for this route lies far from the cars), and add to it fourteen and one-half miles made up of boiling Jersey sand through which one can hardly walk, stretches of treacherous road bed where falls are imminent and the mind is taxed as well as the body, and rutty clay molded by wagon wheels and late rains, or holding deep hot pools of yellow muddy water. Consider this, and you will realize that it's "easier said than done."

Now, but for this fourteen miles Baltimore and Washington would be happy. It all lies in Maryland, and entirely outside our domain or jurisdiction. Yet I'll venture to say, so seriously do we wish to see something done to improve this stretch of road, that our city will aid materially in the accomplishment of that end. The six miles from Columbia to Clarksville could easily be improved; for the remaining eight and one-half miles we could build a side path if necessary, or perhaps the divisions combined could offer enough assistance to the local authorities in that vicinity to have the whole stretch rebuilt and resurfaced. At any rate I do hope Chief Consuls Mealy and Atwater will appoint a Conference Committee and set the ball rolling before fall. The League now has a National Highway Improvement Committee; let these sister divisions work for their own interests, with the assistance of that committee, and put the National Capital within the ready reach of all riders.

N. L. C.

OHIO DIVISION.

We give below a corrected programme of the Ohio Division meet to be held at Cleveland July 23, 24, 25:

Monday, July 23—10 A. M., business meeting; 3.30 P. M., League picture; 4 P. M., parade; 7 P. M., entertainment by the Toledo Cycling Club at Presque Isle Park.

Tuesday, July 24—7 A. M., special train to Ann Arbor, Mich., wheel to Salina, Ypsilanti and return to Ann Arbor; 5 P. M., hill-climbing contest at Ann Arbor; 7 P. M., go as you please Ann Arbor to Ypsilanti, eight and one-half miles. Unlimited fun all day.

Wednesday, July 25—wheel from Ann Arbor to Detroit, meeting passenger steamer with the ladies, all take dinner 2 P. M.; 4.15 P. M., return to Toledo on steamer Greyhound; complimentary to visiting L. A. W. by the Toledo Cycling Club; banquet on the steamer followed by vocal and instrumental entertainment, arriving at Toledo 8.30.

The special feature of the meet will be the entertainments provided for the ladies:

First day—Devoted to excursions and sight seeing about the city, "short runs," and the evening's entertainment at Presque Isle Park.

Second day—Run to Maumee, eight and one-half miles; ride to Turkey Foot Rock, returning to Toledo.

Third day—Excursion by lake, sixty miles to Detroit, meeting tourists; returning with them on steamer.

A. H. Brown,
Chairman Entertainment Committee.

TOLLS IN WEST VIRGINIA.

Editor Bicycling World:—In your issue of June 22d I notice the following: "Wheelmen will be charged toll on the old Lancaster pike running out of Philadelphia as soon as the improvements are completed. We believe this is the first on record of any proposal that toll be collected from cyclists." This is *not* the first on record. On the M. & W. turnpike, between Martinsburg, W. Va., and Winchester, Va. (twenty-two miles), toll has been collected from cyclists for more than twelve months past. The charge is one cent a mile, while buggies are only charged two cents. However, it is only just to say that this pike is one of the finest in the country, and wheelmen are freely accorded all road privileges.

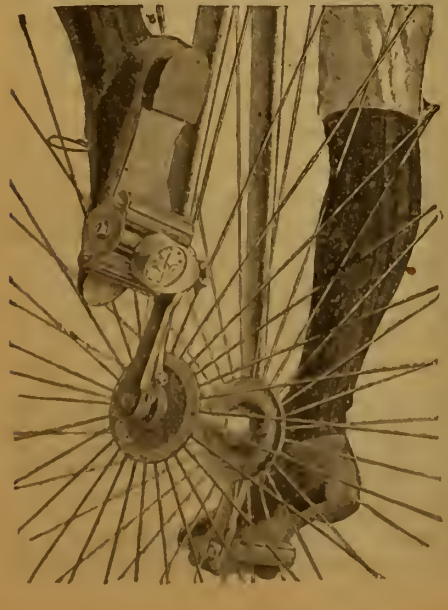
By the way, why has the World no correspondent in the Cumberland Valley? The roads from Gettysburg to Staunton are unequalled, and as a natural consequence, the sport is largely indulged in. Chambersburg, Pa., has a thriving club; Hagerstown, Md., has a club numbering over eighty members, and there are several other clubs in the valley. Many wheels are in use in Martinsburg, and unattached riders are numerous in all the towns. Better roads or a more scenic route for tourists than that through the Cumberland Valley would be hard to find.

John Lee Font,
Martinsburg, W. Va., June 28, 1888. L. A. W. 17,605.

If you want a second-hand wheel see on page 193 the advertisement of the New York Bicycle Co.

COMING EVENTS.

July 14—Shurman and Wells will be on Corey Hill, Brookline, Mass.
July 17, 21—Annual Tour of the Iowa Division from Des Moines to Spirit Lake.
July 19—Maryland Division Meet and Tournament at Louisville, Ky.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 2—Binghampton, N. Y., Tournament.
August 11—Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.



The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs or cams. Absolutely accurate,* Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price $10.

All Sizes in Stock. Descriptive Circular mailed if asked for.



GEO. R. BIDWELL,

313 West 58th St., New York.

Sole Manufacturer.



ABBOT BASSETT, Secretary-Editor.

UNDER the new Constitution each Division makes its own nominations, issues its own voting blanks, selects its own judges of election for the counting, certifying, etc. Chief Consuls should set the machinery for this work immediately at work, and if there is no machinery to run, it should be built forthwith.

JUST about this time we are having many requests of this kind: "Please hurry my ticket along, as I want to start on a tour next week." League machinery runs easily and as quickly as may be, but it doesn't put on speed at the behest of any individual. The hurry should take place at the other end. Procrastinators should not make a wry face when paying the penalty of procrastination.

THE Racing Board has selected Mr. F. P. Prial, of the *Wheel*, for the position of handicapper. He has a thankless task before him, but he has the ability to fill the bill, and has had ample opportunities for fitting himself for the place in his newspaper experience.

THE date of the League meet should be based somewhat on the climate. Let us have no more midsummer meets in the South. When we go to New Orleans let it be when snow whitens the New England hills. We don't dare to tell how many pounds ran off us in the shape of perspiration at Baltimore.

WHAT'S the matter with the popular cry of wheelmen? Oh! it's all worn out! Why not try something else? The Chief Consul of Rhode Island nearly perished when he heard this rusty old cry shouted out in the halls of the Supreme Court at Washington, in response to an inquiry regarding Mr. Blaine, and an outbreak of the kind in the White House was guarded against by the endeavors of several who feared it would occur. The political parties have adopted the cry; let wheelmen start something new if they must "holler."

MANY wheelmen are saying that the Meet at Baltimore will be the last one. Why? The new By-Laws may provide for an annual gathering, and they will do so if the members desire it. It is very true that the annual business meeting will take place in February, but there are ways to get a business meeting in the summer if it is necessary, and if there is no occasion for it, why not spend the time in pleasure. Which of the Western cities will take us next year? Shall it be Cleveland, or Minneapolis, or Detroit? Don't all speak at once. Washington wants us again in 1890.

TRACY, Minn., has an ordinance forbidding the riding of a bicycle on certain streets. The *Republican*, of Tracy, refers to a recent event as follows:

"Rev. Henry Long rode up from Currie on Tuesday on his bicycle, stopped at the Commercial, then mounted his steed and started for Rev. Mr. Carver's residence. He struck forbidden ground on Third street, and on complaint of the President of the village Council, he was arrested for violating one of the ordinances. He was brought before Esquire Carver, fined $3 and costs, but the fine was remitted and the costs were nothing. There are various opinions concerning this unusual ordinance, and Tracy is becoming noted far and near because of it. Many consider it a huge joke, others, a kind of boy play, and too ridiculous for serious consideration, while still others think it is all right. A case has been in court for a year or more arising from a violation of this ordinance, but it is still unsettled. The opinion of those who have looked into the matter is that the ordinance will not hold. There has been talk of repealing it, and if it cannot be enforced, by all means have it repealed. The press of the State is having lots of sport out of it, and so far as we can learn, that is the only good there has come of it as yet. It is claimed that no other village or city in the United States has such an ordinance."

Pennsylvania Hotels.

Please publish the following list of L. A. W. Hotels for Pennsylvania. List No. 1.

	Town.	Hotel.	Rate. Day.	Meal.	Ld'g
1	Alden Station,	Alden,	1.00	.25	.25
2	Allentown,	Allen,	2.50	.75	.75
3	Allegheny,	7th ave., Pittsburg,	2.00	.50	.50
4	Altoona,	Logan,	2.50	.75	.75
5	Ashland,	Union,	2.00	.50	.50
6	Athens,	Stimson,	1.50	.40	.40
12	Beaver Falls,	Grand,	1.00	.40	.40
13	Belleville,	Eagle,	1.00	.35	.35
15	Berwyn,	Wynburne,	2.50	.75	.75
16	Bethlehem,	Not reported.			
17	Blossburg,	Seymour,	1.50	.40	.50
18	Bloomsburg,	Exchange,	2.00	.50	.50
19	Blairsville,	Central,	1.50	.50	.50
20	Bridgeville,	Norwood,	1.50	.40	.40
21	Bryn Mawr,	Summit Grove,	1.50	.50	.50
22	Brownsville,	Bar House,	1.50	.40	.50
25	Bradford,	St. James,	1.50	.50	.50
26	Butler,	Vogely,	1.50	.35	.35
27	Beaver,	National,	1.50	.37	.37
28	Canton,	None reported.			
30	Catasaqua,	Mansion House,	1.50	.50	.50
31	Chester,	Cambridge,	2.00	.50	.75
32	Clifford,	Clifford,	1.00	.25	.25
33	Clearfield,	Windsor,	1.50	.40	.40
34	Clark,	Seems House,	.75	.25	.25
35	Clarion,	Jones,	2.00	.50	.50
37	Connealville,	Power,	1.00	.25	.25
38	Connellsville,	Marietta,	1.50	.40	.40
39	Columbia,	Franklin,	1.50	.50	.50
42	Canonsburg,	Canonsburg,	1.00	.25	.25
171	Carlisle,	Florence,	1.50	.40	.40
43	Danville,	None reported.			
45	Downington,	Swan,	1.50	.50	.25
46	Driftwood,	Commercial,	1.50	.40	.40
47	DuBois,	DuBois,	1.50	.40	.40
48	Dunbar,	Clark,	1.00	.25	.25
49	E.MauchChunk,	American,	2.50	.75	.75
50	Emporium,	Warner,	2.00	.50	.50
51	Enon Valley,	St. Lawrence,	1.00	.35	.35
52	Ephrata,	Ephrata,	1.00	.25	.25
53	Erie,	Reed,	2.00	.50	.50
55	Franklin,	Exchange,	2.00	.50	.50
56	Frankford,	7 Stars,	1.00	.40	.50
57	Gettysburg,	Eagle,	2.00	.50	.40
59	Greensburgh,	Zimmerman,	1.50	.40	.40
60	Germantown,	Coulter,	2.00	.75	1.00
171	Great Bend,	Central,	1.20	.30	.30
62	Hazleton,	Central,	3.00	.50	.75
63	Harrisburg,	Lochiel,	2.00	.50	50
64	Hanover,	Barker,	1.50	.40	.40
65	Hokendayna,	National,	.75	.25	.25
66	Honesdale,	Allen,	2.00	.50	.50
67	Honeybrook,	Patterson,	2.00	.50	.50
68	Homestead,	Homestead,	1.00	.25	.25
170	Huntingdon,	Leister,	1.50	.40	.40
69	Irwin Station,	Commercial,	1.25	.40	.40
70	Indiana,	American,	1.50	.40	.40
71	Irwin,	Commercial,	1.50	.40	.40
72	Johnstown,	Hurlbert,	2.00	.50	.50
73	Kenneth Sq.,	Kenneth,	1.50	.40	.40
74	Kittanning,	Reynolds,	2.00	.50	.50
75	Kingston,	Central,	1.50	.40	.40
76	Lancaster,	Stevens,	2.00	.50	.50
77	Lewistown,	National,	1.50	.40	.50
78	Lewisburg,	Cameron,	2.00	.50	.50
79	Lebanon,	City,	1.50	.40	.40
81	Lock Haven,	Irwin,	2.00	.75	.75
83	Manheim,	Washington,	1.00	.35	.35
85	Mauch Chunk,	American,	2.50	.75	.75
86	Marietta,	None reported.			
87	McKeesport,	National,	1.50	.40	.40
88	Media,	Charter,	2.00	.50	.50
89	Mercer,	Whistler,	1.50	.40	.50
91	Millersville,	Black,	1.25	.35	.35
92	Milton,	Riverside,	1.50	.50	.50
93	Milford,	Crissman,	1.75	.50	.50
95	Montrose,	Tarbell,	1.50	.40	.40
97	Mt. Pleasant,	National,	2.00	.50	.50

J. G. CARPENTER, Sec.-Treas.

To the Members of the Massachusetts Division.

The Committee on Rights and Privileges have fixed the representation of the State, for a basis in the coming election, as follows:

Dist.	Reps.
No. 1. Norfolk and Suffolk Counties	4
No. 2. Middlesex	2
No. 3. Essex	1
No. 4. Worcester	1
No. 5. Plymouth, Bristol, Barnstable, Dukes and Nantucket	1
No. 6. Hampshire, Hampden, Franklin, Berkshire	2

Nominations for Chief Consul, Vice Consul, and such number of Representatives as the District is entitled to should be sent to Sanford Lawton, Springfield, not later than July 15, and no nomination will be considered unless made by 10 members of the Division.

H. W. HAYES, Chief Consul.

July 2, 1888.

Mississippi Appointments.

I have appointed the Foster House of Natchez as League Hotel; regular fare $2.50, but to League members $1.50, including room and table fare.

I have appointed the St. Charles Hotel of Greenville as League Hotel; regular fare $2.50; to League members $2.

Have appointed R. H. Washington Local Consul for Greenville.

Have appointed Phil. M. Essig Local Consul for Natchez.

GEO. C. CLARKE,
C. C. Miss. L. A. W., 17305.

Nebraska Appointment.

Frank S. Spofford is appointed Local Consul at Kearney, Neb. F. N. CLARKE, Chief Consul.

Michigan Division Appointments.

Consul List No. 2.

Allegan—C. T. Gage.
Adrian—W. H. Burnham, vice Todd.
Holly—C. H. S. Poole.
Howell—W. E. Beach.
Iron Mountain—W. H. Havens.
Unionville—E. R. Marshall.

Repair Shops.

Coldwater—John T. Starr.
Grand Rapids—R. B. Hain, No. 8 Pearl street.

Hotels.

Amherstburg, Ont.—Lakeview, vice Brown's. Rates to L. A. W. $1.50.
Detroit—Crawford's Dairy Lunch. Card rates.
Newaygo—Courtright. Rates to L. A. W. $1,

Division Committee.

G. W. Eddy, E. Saginaw, Chairman of Division Racing Board, vice Ely, resigned.

Fraternally, J. H. JOHNSON,
Detroit, June 20, 1888. C. C. Mich. Div.

Maryland Division.

According to the new Constitution, adopted at the annual meeting held in Baltimore on June 10th, each Division of the L. A. W. is required to elect new officers between July 15th and August 15th, and as it is very necessary that this Division should use every possible care in selecting their officers for the coming year, which commences September 1st, a special meeting of this Division will be held on Tuesday, July 10, at 8 P. M., at the Maryland Bi. Club House, Mt. Royal ave., for the purpose of nominating the official ticket, consisting of a Chief Consul, a Vice Consul, a Secretary Treasurer, and four Representatives, and for the transacting of other business of importance, including the report of the League Meet Committee, the annual meeting of the Division, etc. Trusting that every member will feel it his duty to be in attendance at this meeting, I am, fraternally, A. R. MEALY, C. C.

Official Handicapper.

F. P. Prial, Box 444, New York City, is appointed Official Handicapper of the League.

GERRY JONES, Chairman Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 146—Total 103—10,395.

BOSTON, July 6th, 1888.

CALIFORNIA DIVISION—11—359.

Bay City Wheelmen.

19624 Hammer, W. C., 33 Fremont st., San Francisco

Oak Leaf Wheelmen.

19554 Farmer, C. D., Stockton
19553 Rhodes, A. McV., 451 Sutter st., "

S. F. Bi. Club.

19555 Jackson, Byron, 625 6th st., San Francisco

Unattached.

19562 Tripp, Chas. H., Fresno
19556 Bachman, S. N., 10 Battery st., San Francisco
19559 Jacobs, Dr. B. R., 799 Missouri st., "
19557 Coffee, Edw. E., 628 Market st., "
19558 Gauk, A. F., Lamanda Park, "
19560 Johnson, J., 1103 Market st., "
19561 Schuier, Henry L., cor. Haight and Stanyon sts, San Francisco

DELAWARE DIVISION—1—42.

Unattached.

19563 Clark, H. T., Wilmington

DISTRICT OF COLUMBIA DIVISION—6—125.

Capital Bi. Club.

19564 Gill, D. W., Geological Survey, Washington
19565 Littell, J. Reed, Box 268, "
19566 Miller, A. F., 1310 13th st., "
19567 Seeley, L. W., 905 M st., "

Unattached.

19568 Fremont, J. C., Jr., Navy Department, "
19569 Plumb, C. H., 908 Penna. ave., "

ILLINOIS DIVISION—20—627.

Illinois Cycling Club.

19648 Bishop, A. S., Madison and Paulina sts., Chicago
19649 Corby, R. S., 120 So. Oakley ave., "
19650 Eldred, F. W., 987 W. Adams st., "
19651 Fenner, R. E., 248 Park ave., "
19652 Grassie, J. E., 815 Washington Boulvrd, "
19653 Hargis, W. G. Jr., 850 Walnut st., "
19654 Henderson, W., 259 Fulton st., "
19655 Turney, E., 722 Lake st., "

Canton Bi. Club.

19625 Whitnah, Chester L., Canton

Evanston Bi. Club.

19637 Angle, H. M., Evanston
19634 Angle, E. L., "
19638 Sargent, Geo. H., "
19635 Thwing, C. B., "

Quincy Bi. Club.

19627 Montgomery, E. B., 706 Hampshire st., Quincy

Quincy Ramblers.

19626 McDavitt, Frank, "

Unattached.

19633 Chinn, Geo., Carrollton
19571 Sharon, Add J., "
19570 McKoy, Harry, Pana
19628 Busher, C. W., Springfield
19629 Getty, Fred I., Ill. Watch Co., "

INDIANA DIVISION—2—182.

Terre Haute Bi. Club.

19572 Urban, Camille, 320 No. 9th st., Terre Haute

Unattached.

19573 Anderegg, Chas. E., Indianapolis

IOWA DIVISION—4—132.

Bachelors Wheel Club.

19632 Whitmore, Chester W., Box 57, Osceola

Evanston Bi. Club.

19636 Buxton, B. C., Oskaloosa.

Osceola Wheel Club.

19575 Babb, Geo. F., Osceola
19574 Simmons, L. L., "

MARYLAND DIVISION—10—415.

Centaur Wheelmen.

19577 Green, H. C., 412 E. Baltimore st., Baltimore

Maryland Bi. Club.

19576 Blake, Jas. R., 2009 Eutaw pl., "

Unattached.

19582 Kluth, Herman E., Arlington
19578 Beurrier, Jos. M., 314 Saratoga st., Baltimore
19579 Brown, H. W., 101 E. Baltimore st., "
19580 Goodwin, Chas., Jr., 722 Lexington st., "
19581 Hill, Francis A. C., 1600 Bolton st., "
19583 Mackdermott, W. M., S. W. cor. Saratoga and Greene sts., Baltimore
19584 Rauft, Louis P., 417 W. Baltimore st., "
19585 Wheeler, Geo. F., 14 Light st., "

MASSACHUSETTS DIVISION—2—1129.

Waltham C. C.

19586 Laughlin, J. J., 143 Crescent st., Waltham

Unattached.

19587 Gilmore, G. L., 212 Bunker Hill st., Charlestown

MICHIGAN DIVISION—3—268.

Unattached.

19588 Glover, Jas. W., 1400 Tuscola st., E. Saginaw
19589 Warner, W. W., 521 Thompson st., "
19639 Brown, Hugh, Pontiac

MISSOURI DIVISION—3—313.

Unattached.

19590 Jackson, W. W., 414 No. 5th st., Hannibal
19631 Myers, Lemuel A., Miami
19591 Wade, R. B., 3500 Morgan st., St. Louis

NEW JERSEY DIVISION—2—661.

Bloomfield Cyclers.

19593 Vogelius, Chas. F., Bloomfield

Hudson Co. Wheelmen.

19592 Allen, L. H., 235 Ogden ave., Jersey City

NEW MEXICO—4—6.

Capital City Cycle Club.

19640 Cheney, Orion H., Santa Fe
19641 Griswold, Edwin S., "
19642 Stikey, F. G., "
19643 Troutfetter, L. D., "

NEW YORK DIVISION—7—2202.

Painted Post Bi. Club.

19594 Beebe, C. A., Painted Post
19595 Hodgman, L. B., "
19596 Iredell, A. E., "
19597 Van Vleet, J. C., "

Syracuse, C. C.

19644 Weaver, Milton S., 7 W. Adams st., Syracuse

Unattached.

19598 Feathers, Wm. C., 711 River st., Troy
19599 Goodman, Richard O., West Hampton

OHIO DIVISION—13—818.

Gallipolis C. C.

19601 Fuller, W. B., Gallipolis
19600 Shaw, Lewis B., "

Unattached.

19608 Vincent, B. T., 302 S. Broadway, Akron
19607 Murbach, E. A., Archabauld
19630 Wynn, Ulysses C., Bucyrus
19647 Sullivant, J. S., 30 Jefferson ave., Columbus
19606 Day, Willis F., Fostoria
19605 Holman, A. W., Kingston
19646 *Seiler, Mrs. A. P.*, 84 Spring Mill st., Mansfield
19645 Atkins, R. H., Tiffin
19602 Hartman, John, "
19603 Kuhn, Perry I., "
19604 Wenner, Fred L., "

PENNSYLVANIA DIVISION—8—1318.

Chester Bi. Club.

19612 Roberts, R. W., Chester

Lancaster Bi. Club.

19613 Reist, W. A., Lancaster

Mountain Wheel Club.

19609 Hale, J. M., Philipsburg
19610 Mull, J. A., "
19611 White, F. K., "

Pennsylvania Bi. Club.

19614 Patterson, Robert, 1310 Market st., Philadelphia

Unattached.

19616 Kunkle, C. H., Pittsburg
19615 Eyster, F. C., Renovo

RHODE ISLAND DIVISION—2—220.

Unattached.

19617 Hibbert, Jos., 60 Regent st., Providence
19618 Waterhouse, Eben W., 61 Mitchell st., "

VERMONT DIVISION—1—57.

Unattached.

19619 Taft, Frank, Box 698, Brattleboro

VIRGINIA DIVISION—2—97.

Unattached.

19621 Phochus, Sam. S., Old Point Comfort
19620 Boardman, S. G., "

WEST VIRGINIA DIVISION—1—30.

Unattached.

19622 Frampton, D. W., Huntington

WISCONSIN DIVISION—1—81.

Unattached.

19623 Brabant, A. A., care J. F. Boyd, Marrinette

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

City and State,

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, Augus or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.



THE WILKINSON BICYCLE SHOE, 3.00.

This shoe is made from selected leather of the finest grade for the purpose. They will not sweat the feet. Especially adapted for road riding. Are adjustable according to the condition of the feet. Very stylish, all-around shoe, and certainly the best shoe in the market for the price, $3.00. If desired by mail, send 25 cents extra for postage.

☞Send for our 50-page Catalogue, covering all goods pertaining to the wants of wheelmen.

The JOHN WILKINSON CO., - 55 State St., Chicago, Ill.

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IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

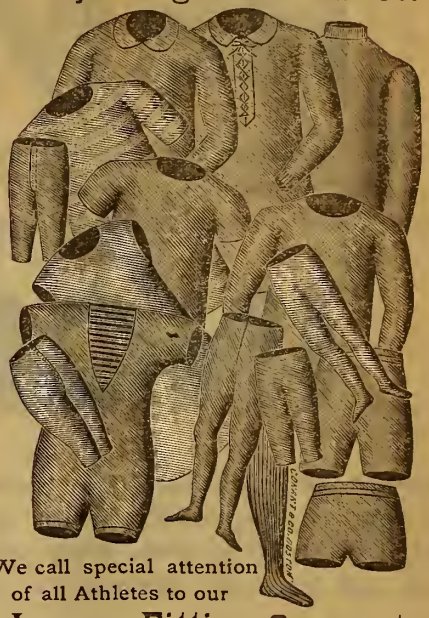
But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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Philadelphia.

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We call special attention of all Athletes to our

Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

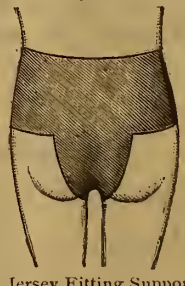
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Will send by mail on receipt of price. Send size of Waist and Hip.

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REMARKABLE

is the increase of Safety riders, and yet not so remarkable when one considers the perfection reached in the construction of this style of bicycle, and the undeniable fact that there are many old as well as prospective riders who prefer the Safety type of machine; and this number shows an

INCREASE IN

nearly every section of the country. Attention is called to the Veloce Columbia, new this season, a Rear Driving Safety of the most improved pattern, combining the best features of other Rear Driving Safeties, with many original improvements and additions, including easy and true steering and the improved Kirkpatrick saddle, which all

SAFETY RIDERS

appreciate. A fully illustrated description of the Veloce is found in the Columbia Catalogue. The Veloce has not been extensively advertised this season, simply because an unprecedented number of orders have made it, up to this time, impossible to fill orders with our customary promptness. All orders for the Veloce, as well as for other styles of Columbias, will now receive immediate shipment.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON.

BRANCH HOUSES: 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.

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Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 13 JULY, 1888.

Volume XVII.
Number 11.



SPECIAL.

All Advertisements in this Department 20 cents a line.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash $40. 4 Rudge Tandems, perfect condition, $65. Humber Tandem, most new, $125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, $175. CAPITAL CYCLE CO., Washington, D. C.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. JOHN T. STARR, Coldwater, Mich.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886. CARTER'S



Foot Rest,

FOR THE STAR,

For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

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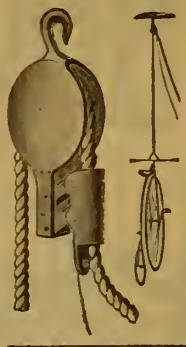
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The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

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For Gold Pins of the Official Design, send direct to

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. Diamond Badges $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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Merchant Tailor and Athletic Outfitter,

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SEE OUR LISTS.

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SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

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The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

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FOR SALE—Coventry Rotary Tandem; used but little; in fine condition. Best offer over $115. Address J. C. E., No. 9 Bank of Commerce Building, Providence, R. I.

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AN EASY MATTER to keep perfect record of riding. The Cyclist's Record Book, 50c. C. D. BATCHELDER, Sanford, Me.

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MANUFACTURER OF

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CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

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SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our **Celebrated $3 Custom-Made Pants,** or finer goods if you desire.

Sent by Mail or Express.



Measuring for Pants, and Full Suits.

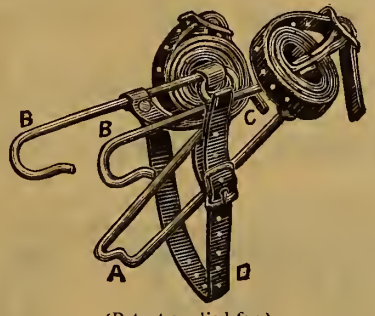
Suits, $13.25 to $30.00.

A pair of *Pant Stretchers* will be given to each *purchaser*, if mention is made of this paper.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

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LEAGUE.

THE PHOTOGRAPHS OF THE

Ninth Annual Meet L. A. W.

Now Ready and For Sale.

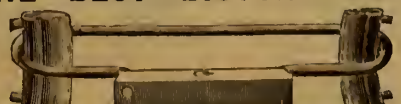
Prices—Large Size, 23x14 inches, on 28x19 inch mounts, **$2.50** apiece. Second Size—16x9 inches, on 24x14 inch mounts, **$1.50** apiece. The large photo. is somewhat the best. Address

BACHRACH & BRO.,

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THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price $1.00.

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Second-Hand

Bicycles and Tricycles,

Especially the Prices,

Stock No.	Size.	Class.	Price.
800	48	Rudge Light Roadster,	80 00
801	48	Expert Columbia,	85 00
802	48	Rudge Light Roadster,	80 00
803	52	American Rudge,	65 00
804	52	Expert Columbia,	80 00
805	54	Standard Columbia,	50 00
806	58	Standard Columbia,	35 00
807	50	Expert Columbia,	80 00
808	52	Rudge Light Roadster,	80 00
809	48	Expert Columbia,	85 00
810	50	Expert Columbia,	85 00
811	54	Rudge Light Roadster,	80 00
812	54	Rudge Light Roadster,	75 00
813	50	Expert Columbia,	80 00
814	52	Rudge Light Roadster,	85 00
815	54	American Challenge,	35 00
816	54	Rival,	55 00
817	56	American Rudge,	75 00
818	55	Royal Mail,	100 00
819	52	British Challenge,	70 00
820	56	American Rudge,	75 00
821	56	Rudge Light Roadster,	70 00
822	54	Rudge Light Roadster,	100 00
823	52	Premier,	60 00
825	50	Expert Columbia,	80 00
826	48	Harvard,	00 00
828	56	Rudge Light Roadster,	70 00
829		Extraordinary Challenge,	40 00
830	57	Rudge Light Roadster,	100 00
831	54	Expert Columbia,	85 00
832	50	British Challenge,	60 00
833	30	Rudge Bicyclettes,	100 00
834	54	Expert Columbia,	80 00
835	54	Harvard,	35 00
836	54	German,	40 00
837	52	Expert,	80 00
838	54	Expert,	80 00
839	52	Rudge Light Roadster,	105 00
841	52	Mail,	85 00
842	56	Club,	60 00
843	53	Columbia Lt. Roadster, '87 pat'n,	100 00
844	51	Columbia Lt. Roadster, '88 pat'n,	120 00
		TANDEMS AND TRICYCLES.	
845		Columbia Three Track,	40 00
846		Columbia Three Track,	35 00
847		Rudge Double Driver Three Track,	40 00
848		Rudge Crescent,	75 00
849		Beeston Humber Tandem,	100 00
850		Columbia Two Track.	75 00
851		Columbia Two Track,	75 00
852		Quadrant Tricycle,	120 00
853		Marriott and Cooper Humber Tandem,	110 00
854		Crescent Tricycle,	115 00
855		Columbia Two Track Tricycle,	75 00
856		Columbia Tandem,	190 00
857		Rudge Coventry Rotary Sociable, Full Nickeled,	90 00
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859		Rudge Crescent Tandem,	175 00
860		Humber Cripper Tricycle,	85 00

Ask for a description of any wheel on this list, and it will be promptly sent. Every machine guaranteed as represented, and shipped with privilege of examination.

Address all communications,

GEO. R. BIDWELL,

313 W. 58th St., New York,

Near the Park.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

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L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

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Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

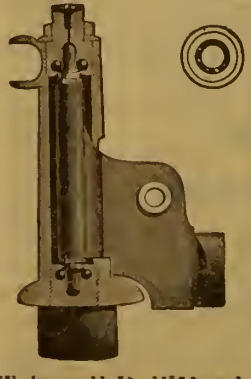
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

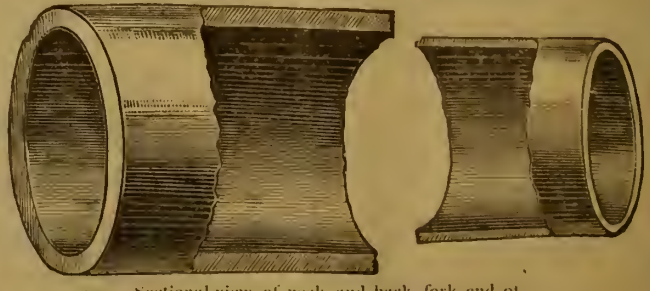
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

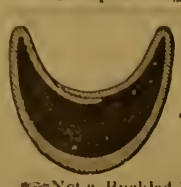
1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. No spreading of backbone after riding.



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING
FOUNDED 1878

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 13 JULY, 1888.

WE have just decided to run our hundred-mile road race at Buffalo, N. Y., on September 7. Particulars later, as we have only time to make the bare announcement of our decision.

CARELESS management and insufficient protection against accidents caused by excited audiences seem to characterize the management of English race meetings. We are led to make this statement because of the oft recurring reports that come to us of the contestants being thrown after the finish. S. G. Whittaker was the victim of the last accident of this kind. In the twenty-mile race at Leicester (which, by the way, was won by W. Wood, with F. Wood second and Howell run off his feet), the excited crowd rushed on to the ill-protected track, with the inevitable consequence of collision, and in poor Whittaker's case a broken collar and badly crushed shoulder blade. Fred Wood was also knocked over and badly shaken up though no bones broken. The English are a queer people in some things, and the most peculiar of their traits is conservatism, we therefore fear that these accidents will not convey the lesson strong enough to make the owners or lessees of cycle race paths provide such protection as to make a rush on to the track by an enthusiastic crowd an impossibility, or at least a very difficult proceeding. Good strong picket fences placed three or four feet back from the track and for a distance sufficient to protect the straight run home, is the only way to prevent this collar bone breaking through the carelessness of the crowd.

THE last issue of *Bicycling News* contains a leader on the Springfield records, and tries to strengthen its reason for continued unbelief by the fact that Rowe claims to have ridden one-quarter mile on the Coventry track in thirty-three seconds, which claim we published in our interview with him on his arrival at home. *Bi. News* denies this emphatically, and says Rowe never came nearer than twenty yards short of the quarter in thirty-three seconds. The article winds up with the remarks: "If any rider came to us and asserted that he had ridden the quarter-mile in thirty-three seconds we should ask him a question or two, and such a course would appear all the more advisable when we learned that an avowed skeptic was amongst the onlookers with a watch in his hand. Rowe is as straight as possible, and would never have let an interviewer go away with a false impression had the interviewer shown the slightest desire to verify his figures. If our American contemporary accepts its 'records' with as little investigation as in the present case we must be excused if we persist in our incredulity." There is a vast amount of difference in accepting records timed and checked by responsible parties, as at Springfield, and making a statement coming from the man who claims to have done the quarter in thirty-three seconds. We do not and should not accept Mr. Rowe's claim as a *record*. He stated to us that in practice he did the distance in thirty-three seconds, and we printed his statement but do not look on it as record. The statement of Rowe is denied, and is by *Bi. News* stamped as false; unless Rowe cares to take up the matter it concerns us not at all. Even if Rowe has stated what is not true, we cannot for the life of us see the reasoning that should bring about the conclusions arrived at by our good friends of the *Bi. News*. The argument is too purile, too absurd, to give more than a passing notice of.

"MANSLAUGHTER."

IT will be remembered by our readers that in March last Joseph M. Chase, who was riding a horse, ran over Prof. E. A. Paul, both of Washington, D. C., injuring the latter so that death ensued. Action was at once taken and Chase was arrested, and the grand jury found a true bill. On July 5th the case was brought to trial, and the jury returned a verdict of manslaughter, after an hour's absence. A motion for a new trial has been made. Judge Montgomery charged the jury, first defining manslaughter and noting the theories of each side. It was agreed, he said, that there was no intent, for had there been the charge would have been murder. The simple question for the jury was, whether the act of the defendant was reckless or careless. They should inquire as to the rate of speed—whether it was a prudent or a reckless gait.

COMPLIMENTARY DINNER TO MR. J. S. DEAN.

FIFTEEN intimate friends of Mr. J. S. Dean, our esteemed co-editor, assembled at the Hotel Victoria in Boston last Thursday evening to give the gentleman a practical evidence of their good will and best wishes, the occasion being the departure of Mr. Dean for Europe last Saturday. There were present E. C. Hodges, F. W. Weston, A. L. Woodman, Geo. B. Woodward, J. S. Dean, E. P. Lowry, H. A. Richards, W. B. Everett, E. W. Hodgkins, C. P. Donahoe, E. T. Myers, E. G. Whitney, W. G. Kendall, Paul Butler, and Mr. Brewis. At about 7.30 the guest of the evening, escorted by his hosts, sat down in Room J to discuss the menu. After the solids had been disposed of and cigars were lighted President Hodges began the post prandial exercises by a very happy speech. "Papa" Weston and Dr. Kendall followed, in fact every member of the company had something kind and pleasant to say "standing up" in regard to the beneficiary. Mr. Dean can always make a good speech, and the occasion under report was no exception. Almost all the "old timers" were present, and Mr. Dean will carry away with him pleasant memories of the last dinner he partook of with his club members. Mr. Dean will be absent until fall. We all shall miss him; our readers, his friends and ourselves. We wish him *bon voyage* and a safe return.

THE *Scottish Cyclist*, speaking of the accident to Whittaker, says: "It is high time such idiots" (the men who rush on the track) "were treated as criminals. Let the police be called to act in the matter." We have a better remedy to propose, and that is a good, high fence over which the crowd could not easily jump.



NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

Messrs. H. J. Hall, Jr., and Wilson met with very unsatisfactory and, as they claim, ungentlemanly and unjust treatment at Herkimer, N. Y., on the Fourth, whence they had gone to represent their club in the races on that day, especially in the mile championship of Central New York. Wilson was caught napping in the first race, a one-mile scratch, and took second to Metz, of Utica, in 3.07. In their second race, three minutes scratch, Wilson, as he claims, was palpably fouled by a local rider and received a fearful fall, from the consequences of which he has not yet fully recovered. Hall kept on and won the race easily. The foul was not allowed, and to make matters worse, on the protest of Metz, both the Brooklyn boys were ruled out of the Central State championship, on the ground that they were not residents of that particular section, the management refusing to even refund the amount of their entrance fee, after having accepted the money and published their names on the programme. Mr. Hall thereupon refused to accept any of his or Mr. Wilson's prizes and left the grounds. He has taken legal advice, and proposes to make it hot for the management unless they come down handsomely.

Mr. Walter Bonner made the Patchogue century on the Fourth, 123 miles in all.

Messrs. Hall and Wilson will train at Buffalo for a week or two before the races.

A large party of the Brooklyns visited the new "Massapegua" hotel at South Oyster Bay last Sunday.

The Long Islands will hold a club century later in the month, and will present medals to all who finish.

Mr. G. M. Nisbett, of the New York Bi. Club, made 101 miles on the 3d of July, and 75 miles on the 4th.

Mr. Elliott Mason and Mrs. Mason start before long on an extended trip, per tandem, through the Berkshires.

I have it very straight that our old favorite flyer, A. B. Rich, is again hard at work in preparation for the Buffalo tournament.

Quite a party of the "Cits" visited Mr. Arthur Taylor, at Bayside on the first, taking dinner at "Garrison's," at "Little Bayside."

Mr. W. C. Murphy, of the Kings County Wheelmen, made a remarkable record in June of over 900 miles, T. J. Hall being second.

All the Brooklyn Clubs will have large delegations out to witness the Alphabetical road race on the 14th, and at Flushing on the 21st.

On the Fourth Mr. Montgomery, of the Universal Cycle Club, made the Patchogue century, 115 miles, accompanied by Mr. Knapp for a distance of 95 miles.

The Manhattan Bi. Club will hold runs as follows: July 21st and 22d, to Flushing and Far Rockaway; Aug. 5th, Coney Island; Aug. 19th, Montclair, N. J.; Sept. 1st, 2d and 3d, to Patchogue.

Out of 150 Brooklyn Bi. Club members, 40 reporting, the mileage for June amounts to 5492 miles; April to July 1st, 18,306 miles. As Lieutenant Meeteer puts it, the Brooklyns had a "Repeater" at Captain Stillwell's last Saturday evening at dinner.

On the first of July Messrs. H. J. Hall, Jr., T. J. Hall, Douglass, Storms and Moorhouse ran out to Roslyn for dinner, Messrs. T. J. Hall and Storms doing the distance in one hour and fifty minutes. On the same day Messrs. C. J. and J. H. Long, Hibsen and Anderson went to Hemstead.

The many friends of ex-President N. M. Beckwith, of the Citizens Bi. Club, will be pleased to hear that he is almost fully recovered from his recent severe attack of inflammatory rheumatism. The jolly Doc. hopes to be one of the large party of Citizens who are to visit Flushing on the 21st.

The highest scores in the long Island Wheelmen for June were: L. W. Wise, 709 miles; W. Schmid, 702 miles; F. M. Tunison, 592 miles; W. Schumacher, 424 miles; Geo. Kreger, 354 miles; C. W. Starr, 345 miles. Twenty men rode over 300 miles in the month. Mr. Wise holds the top record for the year, with 2444 miles; Schmid, 1989 miles.

The Mercury Wheel Club will tender its friends a reception at the Flushing Athletic Club on the afternoon and evening of Saturday, July 21st. From the "Cits," New Yorks, Manhattans, Harlems, Riversides, Brooklyns, Kings County Wheelmen, Long Island Wheelmen and Universals we expect large delegations, and will probably offer prizes for several invitation races open only to those clubs. After supper those who remain all night may expect a good time in the gymnasium. Mr Fred A. Guild, the well-known tenor, and Mr. Frank Cronise, who accompanies himself so charmingly on the guitar, have offered their services to help entertain. Those who desire to remain all night will please send us word as early as possible, as hotel arrangements are poor and meagre.

PENNSYLVANIA.

"ARIEL."

Echoes of the League Meet are still drifting about in the current cycling gossip. There are not a few of the disaffected who are objecting because Pennsylvannia did not have all the offices offered her, or something to that effect. Now if Pennsylvania wanted any office why didn't she nominate her man and go into the canvass vigorously for him? Instead of that not a single nomination was made excepting the gentlemen who were elected, and if I am not misken there was but one representative present from this Division, with the exception of Chief Consul Jessup, during the entire nominations. No canvass that I ever heard of was ever made a success without hard work and plenty of it, and I would respectfully recommend this to the attention of any division that thinks it is entitled to one of the offices next year.

At one of the club meetings this week, one of the chronic kickers took it upon himself to say that "Pennsylvania never had received decent treatment from the League at any place or meeting, etcetera." Then arose the club captain, and the following dialogne ensued:

"Was the gentleman at Baltimore?"

"No sir."

"Then," said the captain, "Mr. President, I can only say that never did any body of men receive better treatment than this club during their visit to Baltimore. From first to last our entertainers could not do enough for us. We were asked to take the position of honor wherever we went."

Captain W. D. Supplee and ex-Captain C. A. Roberts, of the Pennsylvania Bicycle Club, left to-day for a two weeks' tour through Pennsylvania and New York to Lake Erie and the Falls. A club tour to Boston was originally projected, but could not be carried through, owing to the limited number who were able to go, so the two Captains decided to start alone, and this morning the following legend adorned the bulletin board in the club house:

"'Fare thee well, and if forever,
Still forever fare thee well!"
'Good luck to the poor devils at home.'

Two Caps."

There was buried to-day, from his country home, one whose name was well known as a wheelman, S. M. Gideon. Mr. Gideon contracted a severe cold while at work in the gymnasium, and as he was in the midst of a busy season could not spare the time needed to recuperate. He was a fine all-round athlete, a member of the Schuylkill Navy, and for years of the Germantown Club, and by many was considered the fastest bicyclist in the country, having never been defeated in a race. Warm and genial in his friendships, although of quiet and retiring disposition, his untimely death will be a great loss to his many friends.

Ex-Captain J. C. Schmidt, of the Ariel Wheel Club, of Reading, has removed to Detroit. The wheelmen of the latter place want to look out for his long legs on the road.

Mr. A. B. Ropes, one of the early League members, formerly of Orange, but lately in Reading, has also turned his wheel toward the setting sun and will locate in California.

Mr. J. L. McLenegan, another old timer in the League, night editor of the Reading *Herald*, has followed Harry Corey's example and joined the matrimonial ranks.

Homer Synnesvedt has resigned from the Penna. Bi. Club, and his notice was received with regrets.

No long runs were taken on the Fourth, most of the riders pre-

ferring to take but a short spin through the Park in the morning, remaining in town to witness the regatta on the Schuylkill in the afternoon and the fireworks in the evening. Both the Centurians and the Pennsylvanias spent the day in this way, and the only lengthy trip made was by Dallett, of the latter club, who ran up some 125 miles, between this city and West Chester and on the pike, accompanied part of the distance by some of his club members.

The tour of the Century Wheelmen to Staunton, the National bridge, and other points of interest in the Shenandoah Valley, is going to be an attractive trip. They start August 4th, and Mr. R. L. Shaffer will have charge. The route is via Lancaster, Gettysburg, Hagerstown, etc.

NEW JERSEY NOTES.

"RATCHET."

Three of our Newark wheelmen, Lewis N. Thorne, H. D. McCormick and Edgar P. Harrison, started with their wheels on Wednesday (4) for a down East trip of two weeks' duration. Their objective point when they left here was Portland, Maine, whence they intended to wheel to Kennebunkport, there to remain for a couple of days. A wheel jaunt at a leisurely pace from this place to Hartford, Conn., was next on the programme. From the wooden nutmeg town they will probably return home by boat.

It is crawling along toward the time for a meeting of the New Jersey Division, but up to the present writing no official notice has been seen. Jog it along while the evenings are warm.

It is nearly time for another record-breaking performance on Eagle Rock, but those who contemplate trying for new figures had better wait awhile, as the upper part of the hill is in decidedly "tough" shape.

Six members of the Orange Wanderers took a run around Staten Island on the Fourth. They left the club house at 7.30 A. M., wheeled through East Orange, Newark, and Elizabeth to the "port," whence they boated across to Elm Park. From here they bowled along the smooth macadam skirting the ocean to St. George. A stop was made at Fort Wadsworth. From New Dorp they wheeled along a hard clay road to the hotel on the beach, where the cravings of the inner man were attended to. Returning to New Dorp the party inspected the Vanderbilt Mausoleum, and then skipped over to Erastina and took in the afternoon performance of Bison William and his company. Afterward they enjoyed a nice level road to Port Richmond, and then returned over about the same route. They arrived home at 9 P. M.

MINNEAPOLIS NOTES.

"VERNON."

The entries at the two-mile bicycle race at the millers' picnic were as follows: Charles Wicht, 55-inch Columbia; W. J. Mitchell and Fred Bowers, 45-inch Stars. It being what you might call a "Star track" Bowers was the favorite. Wicht took the lead from the start and was not headed during the race. Bowers dropped out after going one-half mile. Owing to the condition of the track no fast time was made.

I am glad to see that Phil Hammel has been taken back in the L. A. W. Phil was liked very much here.

Three St. Paul cyclists were in town the other morning. They came in by Fort Snelling, and made the fifteen and one-fourth miles in one hour thirty minutes. They returned in the afternoon by the same route.

Geo. Schultz has sold his wheel and purchased a horse and buggy, with room for *two*. I would ask why he didn't purchase a tandem? I think *she* would rather ride *a la* tandem than in a buggy.

It is said that some of the Minneapolis club members are going to get a certain other member of the club out some fine day and kill him. He has a decided passion for running away from the boys when they are holding back for some lame duck. "A word to the wise," etc.

The Minneapolis Club took their regular weekly run Thursday eve (5 July), and brought up at May's ice cream parlors. At their business meeting afterwards four new applicants were elected to membership. They were E. A. Wright, O. B. Stilley, R. A. Douglas and Will Monach.

I give below a short chapter of accidents: President Roach, of the St. Paul Standard Bicycle Club, while riding, took a severe header, and is reported to have broken his nose. And here is another: Phil. Simmons, of this city, while riding at a good rate of speed, took a header and fractured his arm.

While the three St. Paul cyclists spoken of above were here in town the other day, they were speaking about a fast Englishman they had down there. "Why," they said, "he can go in 2.40 any day." If that is the case I am afraid the Minneapolis boys will not stand much show against this flying Englishman.

On Wednesday, June 20, Miss Lilla Youmans, of Winona, Minn., and Mr. J. I. Willson, of the same city, were quietly married, and came up to this city to spend their honeymoon. Miss Youmans enjoys the distinction of being the only L. A. W. lady member in this State, and Mr. Willson has been a well-known rider for several years. Everybody unites in wishing them many years of happiness.

Minneapolis wheelmen had better keep their eyes peeled for a dark horse, as we want all the medals in the coming bicycle races to stay in Minneapolis. President Panly, "Suspender" Leachman, "Boy Wonder" Bartlett, E. J. Hale, and a number of other ones, have signified their intention of going in. Colie Bell, on account of business duties, says he will not have time to train so he will not be a starter.

On July 25th, at the Minneapolis Driving Park grounds, will occur the annual games of the Caledonian Club. Among the events is a one, three and five mile bicycle race. The five-mile is the important race of the day. An elegant gold medal is hung up for first prize, and is known as the "Governor's medal." Governor A. R. McGill has donated a sum to put into a fine medal. There will be also a second and third prize. All the races are to be made open.

LEAVENWORTH.

"MENTOR."

The wheelmen of St. Joseph, Topeka, Kansas City and Leavenworth celebrated the Fourth here in a reunion as guests of the Leavenworth County Wheelmen. The St. Joe contingent made its appearance first, and was escorted to headquarters, the Planters' house, where a large cool room had been secured for the visitors. The room was nicely decorated with flags, bunting, etc. Two sable sons of Ham dispensed cool and refreshing lemonade, and the devotee of the weed was regaled with choice Havanas. The Kansas City boys arrived at about noon, having been on the road three hours, the distance being only thirty miles. This was occasioned by a new road bed. The Topeka Club did not arrive till five o'clock; they were detained by a wreck on their track. At noon the wheelmen sat down to a dinner, and the dining room was full to overflowing with knights of the wheel. After an hour's rest a line was formed, and after riding over the principal streets, the wheelmen rode out to the Soldier's Home, where the festivities incident to the day we celebrate took place.

The day was intensely warm, and the wheelmen perspired copiously. The Kansas City boys were all provided with Chinese parasols, which were carried in the hand and protected them from old Sol's fierce rays. The Leavenworth boys had bamboo hats on, which were very cool and pleasant but not handsome in appearance; they resembled a washpan inverted. The Soldiers' Home is two miles from the city, and is reached by a splendid macadamized road, which was very dusty, owing to immense traffic on it. It was the intention to have some good races on the driveway in the grounds but the surface was so rough, caused by recent rains, that the real races were declared off and some scrub affairs took place, Ned Jewett, of this city, winning the 300-yard dash, which created considerable enthusiasm and loud cheering for the champion.

Afterwards the wheelmen "evoluted" for the edification of the soldier boys, who were quite pleased with the novel sight. The return was made to town when supper was partaken of; then a run to Uncle Sam's fort, three miles distant, over superb macadamized roads, maintained by the government, was made, and was the most pleasant feature of the day's festivities. The riding in and around the fort is splendid, the scenery is beautiful, the lawns are well kept and are lovely to behold, the trees are large and stately. Then the wheelmen returned again to the home, when the Topeka Flambeau Club gave a grand pyrotechnic parade, and a fine display of fireworks was given.

Late at night, the wheelmen took their several trains, tired and all broken up, but not too weary to thank their hosts for the grand time they had had. There were about one hundred wheelmen in all who participated in the reunion. The last rocket was fired, the clock struck twelve, and the Fourth of July of 1888 was a thing of the past, a pleasant picture in the wheelman's album of life, a happy recollection.

KANSAS CITY.

"MENTOR."

Captain Nelson T. Haynes and the following of the United Wheelmen spent the 4th of July in Leavenworth, the guests of the Leavenworth Co. Wheelmen: Messrs. W. P. Gossard, C. B. Ellis, R. H. Lamb, F. O. Sampson, H. C. Ramsey, H. G. Stuart, R. B. Hall, T. H. McNeil, Thomas F. F. Austin, T. E. Glaven, R. M. Deibel, D. F. Boyd. J. M. Tryon, Moriarity, Harry W. Bennet. All the boys were provided with Chinese parasols, which served as splendid protection from the intense heat of the sun. The trip up to Leavenworth was a long and tiresome one, and the boys did not reach home till nearly 4 o,clock the next morning. They all expressed themselves as having had a great time.

Mr. Editor, did you ever notice the total disregard of a number of wheelmen at a meet for dress? Since becoming a wheelman, five year ago, I have attended quite a number of meets, and at each and every one you will find one or two persons wearing a sort of a nondescript make-up, which is extremely ridiculous. I don't want to pose as a censor on matters of dress, but every wheelman owes it to his associates, if not to himself, to make a good appearance. The League has a good uniform and it is cheap, too; and there is no plausible reason why a wheelman should not be as well dressed on a wheel as when not riding.

The United Wheelmen are now located in their new and pleasant quarters in the Horton block, on Central Street, near Ninth. The club has a suite of rooms within three blocks of the Junction, the business centre of the city. By the time this issue of the World is read the club apartments will all be completely furnished. There will be a billiard, a reception and a reading room The club will formally be "at home" next Saturday in a reception to its friends.

The weather has been so intensely hot in this portion of the country that runs have not been called. The wheelmen do their riding in the cool of the evening.

ST. LOUIS.

"LINNEUS."

On July 4 twenty-five of our local wheelmen went to Bowling Green, Mo., via C. & A. R. R., and had a roaring good time. Consul Edwards had a neat programme arranged, which was a series of races. The first event, a five-mile race, had three contestants, who finished in the order named: First, Mehlig; second, Tivy; third, Rittenhouse. The one-mile race was contested by Percy Stone and Ab. Lewis, and won by the former.

Joe. H. Kelly, Consul at Sedalia, is booming the L. A. W. at his town. From latest accounts I hear that he will send in quite a number of applications during July.

I am sorry to state that Captain Lewis had not arranged to take the De Soto run before the hot weather set in. It has become the custom to take that trip at least twice a year during spring and fall.

Percy Stone is, I understand, going into training shortly to take in the Buffalo tournament, and I venture the prediction that if he gets into the shape he was in two years ago he will bring the amateur championships home with him.

I am sorry to say Hicks has resigned his position with the *Post-Dispatch*, and left St. Louis for good. His loss will be felt, as none of the dailies will ever devote the space to the wheel column that the *Post-Dispatch* did under Hicks' regime.

The Missouri Delegation were rather disgusted when they heard of the action of C. C. Van Sicklen in having Phil Hammel reinstated by the Board of Officers. Percy Stone had been "purified" a week before, so we still nave the laugh on Chicago.

C. C. Brewster received a letter last week from the President of the Brooklyn Bi. Club, in which he apologizes for the actions of some of the members of his club while at the "Carrollton." I mention this for the purpose of showing that the members of that club are not all alike by a good deal.

The "Little Nicols" base ball nine, most of whose members belong to the Missouri Bi. Club, left here last Tuesday on their annual vacation tour to Lake Maxinkucke, Ind. They were accompanied by Klipstein and several other friends, and will spend their time in hunting and fishing, and playing ball to replenish their treasury whenever it gets low.

During the meet, on Monday morning the run to Mt. Washington was taken, in which over a hundred riders took part. The roads were very rough, and headers were numerous. In the party were three St. Louis men, and they not only rode the entire distance without a dismount but were the only ones, with the exception of Mr. Lewis, of Johnstown, Pa., who succeeded in climbing Mt. Wasnington hill They were Messrs. Suda, Prof. Stone and Alex Lewis.

The annual elections are drawing on, still I have not heard anything as to any new candidate being in the field. The present Board of Officers, in my humble opinion, is the best one the State ever had, and I see no reason why some of them should not be re-elected. Chief Consul Brewster has from time to time stated that he did not care to hold the position for another year, but has lately eonsented to run again. Ab. Lewis has made a good Secretary-Treasurer during his two terms of office, and can have it again if he wants it. As the State is at present entitled to three representatives, I would name Messrs. Cameron, Stuart and Suda for the positions. This will leave the office of Vice Consul open, for which a suitable candidate can no doubt be easily found.

NEW ENGLAND.

"THE JOTTIST."

Riders in Boston and vicinity should remember that Wells will be at Corey Hill to-morrow, Saturday, and by a possible combination of circumstances J. H. Shurman may be there also. There is to be no *match*, but there is to be some hill climbing, and if Shurman goes up and down twelve consecutive times, we should not wonder if Wells tried to "go him" one or two better.

At Corey Hill, 2 P. M. to-morrow (Saturday), Wells and Shurman will be found.

Dr. P. A. Powers and Wm. Collier, of Meriden, Conn., have started on a month's tour a-wheel through New Hampshire and Maine. Their motto will be "*ohne hast*."

Mr. Bates Torry, of Portland, Me., is looking for a fellow who took his (Torry's) bicycle "out" to try, with a view to purchasing. The bogus purchaser is yet "out" trying the cycle, and Mr. Torry is "out" a bicycle.

The Maine Division is trying hard to save enough money to publish a road book of the State. As Maine is a great summer tourists' resort a route book would be a paying investment for the publishers, as it would be in great demand by pedestrians and cyclers.

The Rhode Island Division held a meeting last Saturday for the purpose of amending their by-laws to correspond with the new national constitution. Under the new order of things Rhode Island will have seven officers in all, Consul, Vice Consul, Secretary. Treasurer and four representatives.

Some Holyoke parties have asked permission of the selectmen to build a cinder path for bicycles across a part of the town near Mt. Tom Station, it being their desire to build such a path from Holyoke to Northampton. The path will probably be built, but the selectmen have no power to grant special privileges to bicyclists on any part of the highway.

Here's a novel idea all the way from Lewiston, Me.: "'I'll tell you what we want to do for fun,' said the local bicyclist Friday morning. 'We want to take up a collection from the wheelmen in Auburn and Lewiston, and purchase a number of articles to be contested for in various classes at the State Fair track after tea on these long summer evenings. We could have some splendid races, and thereby be fitting ourselves for contest in the races of next September. I think that we could arrange our classes so that the thing would be interesting.'"

"As in some quarters the discussion over the first prize in the third bicycle race run on the Fourth is a reflection on the Racing Committee, and arises from a misapprehension of the facts, justice to this committee calls for an explanation. Every rider signed his entrance on a blank prepared by the committee, which reads as follows: 'Please enter me in races No.s——, subject to the rules and regulations.' Right over this blank was printed in clear type the 'Rules and Regulations,' among which is the following: 'A Champion Light Roadster bicycle will be given in No. 3, subject to special conditions.' If any rider failed to read and understand these rules and regulations it is not the fault of the committee.—*Hartford Times.*

Mr. G. J. McArthur and wife, of Oak Grove, Malden, recently took a tandem tour to White River Junction, Vermont. The fact is interesting in view that the tandem had never been seen before in the section travelled. The distance over route to the Junction is 134 miles. The average distance for the four days was about 33 miles. Some fearful roads and hills were encountered, but the riders were out for a pleasure ride, and all the time was taken necessary to make the trip an enjoyable jaunt and not a "road scorch." After one week's stay at the Junction the return trip was taken over a different

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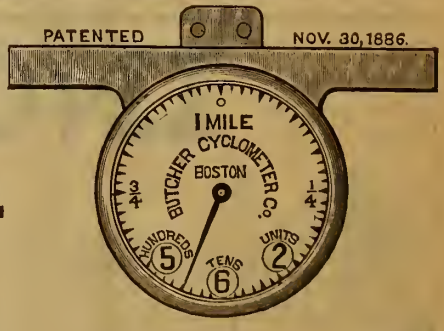
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CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. **Do you want a $10.00 or $5.00 Cyclometer? We will send you one Free,** any make you desire, and this is this is the way we propose to do it: Every wheelman who orders a

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within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer. The numbers will be thoroughly shaken again, and a **second number** drawn, the lucky holder of which will secure a $5.00 Spoke Cyclometer.

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Carriers finely made and nickeled. Price only **$1.00.** By mail **$1.10.** In ordering be particular and state name of wheel and year of manufacture.

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Correspondence invited.

THE NATIONAL A HIGH GRADE BICYCLE.

and a better route. It took only three days to accomplish the home trip, covering a distance of 147 miles. One day they covered 57 miles, and the other days 36 and 54 miles. The tandem was an object of great curiosity to the people along the route, and at Keene Mr. McArthur had some difficulty in making his way through the wondering crowd. The trip was a great success, and it will be the means of inspiring others to make a similar venture. The same parties lately rode to Massapoag House, Sharon, and back in one day, a distance of 65 miles.

NEWS AND COMMENT.

Mr. W. E. Hicks, of St. Louis, was in town on Saturday, and paid our office the honor of calling. Mr. Hicks was much impressed with the hoodlumism that seemed to pervade a portion of the members at the late meet of the L. A. W. We hope Mr. Hicks will use the influence he wields with the St. Louis press to make the objectionable element even more odious than it is.

C. C. Hopkins will wheel from Denver, Colo. to Buffalo meet.

The new track at Buffalo will be ready for training purposes next week.

There is a possibility of Frank Ives appearing on the race track again this year.

The manufacturers' show at the Buffalo Exposition promises to be the finest ever seen in the country.

The West End Bi. Club, of Rochester, had a lantern parade last Tuesday. There were 150 men in line.

Geo. M. Hendee will be starter for the Buffalo Tournament. This is as near as Mr. Ducker can get him on the track,

All the clubs of Buffalo have doubled their membership within the past two months. Such is the result of tournament.

Merrill, of Portland, Ore., is a little man but he talks big. He thinks that he can out-ride three such men as Prince Wells.

Already from all over the country do we hear of plans being made by individuals and large parties to attend the great Buffalo meet.

W. Wood beat F. Wood in the twenty-mile championship race June 23. Howell started, but the pace broke him up and he stopped at the ninth mile.

No, Mr. Page, we do not know how to spell "suppress" excepting the word be used as applied to rowdyism and hoodlumism. We think you will admit this, Mr. Page, of St. Louis.

A curious error was made by the Boston *Globe* in the Sunday issue, reporting the fact (?) that Temple, of Chicago, had won a race at Amsterdam, *N. Y.*, beating Woodside and Allard.

The Troy, N. Y., Club had a lantern parade last Tuesday night. A large number of Albany wheelmen participated. The affair wound up with a grand supper. There were nearly two hundred men in line.

Mr. Lenox lately tried to break the Land's End to John O'Groat's record, but in consequence of bad weather and heavy roads he "chucked" at Bristol (to use his own words) until the conditions of success should be more favorable.

Crist and Barber have returned. They had a fine time but they think that the English have much to learn in the way of how to run a race meeting. There is much to be learned from the English racing man, but they have much to learn in the way of managing races.

The *Ledger*, of Philadelphia, is kind enough to aver that New York and Chicago are just dying for the honor of entertaining the League in 1889 and 1890. We hope wherever the meet is held in 1889 the hoodlum element will be conspicuous by its absence, or be so constructed as to lose its obnoxiousness.

To be up with the times, Buffalo has a Ladies Tricycle Club of nineteen members. President, Mrs. E. J. Shepard; Vice President, Mrs. J. Stephenson: Secretary, Miss M. S. Ross; Captain, Miss Mabel Ducker; Executive Commitee: President, Vice President, Secretary, Mrs. L, Randall and Mrs. H. E. Dyrd.

The parade of wheelmen at the Buffalo Tournament, Mr. Ducker informs us, will exceed one thousand men, and he hopes that fifteen hundred will appear in line. This estimate is based on the number of wheelmen promised from out of town and a full attendance of the four local clubs, to say nothing of unattached riders.

W. S. Doane has changed the date of his departure of the Denver, Col., to Boston tour. His route will be from Denver to Omaha, following the U. P., from thence following the C. B. & Q. to Keokuk, thence to Bloomington, to Crawfordsville, to Buffalo and Boston via the route selected by us for our proposed Boston to Chicago race last year.

We are in receipt of the advance sheets of the road book of Chicago, Milwaukee and Peoria riding districts. The book contains nine pages of descriptive matter and four maps. It is published by the Chicago Bicycle Club. It is the intention of the club to revise this road book and issue annually. Orders for and information in regard to the book should be addressed to R. E. Schmidt, 103 Adams street, Chicago, Ill. Price of book, fifty cents.

A correspondent writes us: "Please state in your paper what is a good preparation for riders to use for strengthening the wind. Being short winded I should like to ascertain a remedy." We confess to being somewhat floored by the question, but we suppose that constant and gradually increasing exercise is a good way to strengthen the breathing apparatus. "Cortis on Training" is the best work of this kind that we have, and would be a good guide for our breathless friend and his ilk. If, after reading this book and acting on the advice of Cortis, the gentleman still suffers for want of breath then we feel nothing short of a good, new pair of lungs and a reconstructed stomach will avail.

A PLEASANT EVENT.

The employees of the John P. Lovell Arms Company were the recipients of kind and hospitable entertainment at the hands of Mr. William Crawford, manager of the sporting department of Messrs. John P. Lovell Arms Co. Mr. Crawford's beautiful residence is in Melrose, and on Saturday last some thirty employees of the above named company passed a most delightful afternoon. Dinner was served on the lawn at about 3 P. M., and after that lawn tennis and music served to pass the time until 5 o'clock, at which hour a mile and half road race and a slow race were run and handsome medals awarded to the winners and second man. The first race, about one and one-half miles, was run in two heats and a final.

First won by Geo. Harvey, time, 5.05.
Second won by J. E. Hagens, time, 5.16.
Final heat won by Geo. Harvey (1), D. R. Harvey (2), time, 5.03.
Slow race won by J. F. Higgins.

The afternoon was made still more pleasant from the fact that several young ladies were present and helped to make the happy hours still more happy for the sturdy athletes who contested and did not contest in the different events.

TEMPLE AGAIN ON DECK.

HE WINS A RACE.

A cablegram to the Boston *Herald*, dated The Hague, July 8th, states that in the cycling tournament at Scheningen, near The Hague, on Saturday, the half-mile bicycle race was won by Temple of Chicago in 1m. 28 1-2s. Allard of England was half a second later. In the professional scratch race of 5000 metres Woodside of Philadelphia and Temple made a dead heat.

L. A. W., ILLINOIS DIVISION MEET AND RACES.

On July 3d, the number of wheelmen present at Springfield, Ill., from out of town, numbered about 200. The races attracted a big crowd to the Driving Park, and the races, though slow, seemed to give great satisfaction The day was sultry, and a hot breeze and a bad track made the time very slow. The races were as follows:

Mile dash—three heats. First prize, Klaholt gold medal, won by Bert Myers, of Peoria; second prize, Sommer & Pierik silver medal, won by Arthur D. Black, of Jacksonville. Myers won two successive heats. Time. 3.20 1-5, 3. 41 4-5.

Five-eights of a mile—handicap; three entries. A. J. Street, of Chicago, won, with Frank Riggs, of Chicago, second, and Fred Davenport, of Jacksonville, third. Time, 1.36 1-5. First prize, gold medal; second prize, Pope Manufacturing Company's silver cup.

One-eight-mile slow race—first prize, silk umbrella; second prize, Gormully and Jeffery hub lamp. A. J. Street, of Chicago, won, with Frank Riggs, of Chicago, second. No time.

Safety race—three miles, "cranks" barred. First prize, Illinois Watch Company watch, to George Thorn, of Chicago; second prize, Victor saddle, to Bert Myers, of Peoria. Time, 12.24.

The only entry for the unicycle mile race was Bert Myers, of

Peoria, who was awarded a silver ice-pitcher. In the evening there was a grand lantern parade, traversing the principal streets of the city, which were illuminated at frequent intervals with colored fire as the procession passed. F. D.

ON COLLEGE HILL, PROVIDENCE.

THIS morning Mr. Henry Campbell, the bicycler, made a record in hill climbing that probably will not soon be beaten by local wheelmen. He rode a Star safety, the new machine, and started up College hill about 10 o'clock. He went up the hill in a perfectly straight line, and turning, came down with ease and safety. Finding that he was not winded at all, he turned and rode up again, and kept it up until he had made the ascent four times without a dismount. At the end of the work he was it in good condition, and could have made another trip. The grades are in 265 feet. 14 feet 100 rise; the next 428 feet in 12.60 in 100 rise; the last 327 feet in 100 rise; total length 620 feet.

RACES AT SKOWHEGAN, ME.

R. T. PATTEN, the pet Skowhegan champion Maine wheelman, had it all his own way in the mile bicycle race for the Maine championship on the Fourth of July. He won the race easily in 3.55, not being called upon to show his best speed. A Lewiston rider came in second, Darling third, Rowell fourth, Dunton fifth. Patten was enthusiastically cheered as he came under the wire, legs over the handles, with a beaming smile on his face, an easy winner. The Elmwood champion belt will remain a trophy in the possession of the popular Skowhegan Bicycle Club.

The half-mile bicycle race for the championship of Somerset County, also on July 4th, was won by William Podfish, North Anson; Herbert L. Sawyer, of Madison, a very close second; Edgar C. Dunton, Skowhegan, third; E. B. Rowell, East Madison, fourth. Time, 1.43.

PENNSYLVANIA RACING NOTES.

(*By Ariel.*)

HALSTED is carrying off first honors right along. Last week he won the two-mile handicap, from scratch, in the athletic games, beating S. W. Merrihew, who had 10 seconds start. Time, 7.32. His win of the one-quarter mile State Championship at New Castle on July 4th, following so closely on his victory at Lancaster in the other championship race, stamps him the best man in the state today. In both of these races he laid out Wilhelm, of Reading, and I am told that in the Lancaster race Wilhelm had not taken pains to get himself into proper condition, having underrated Halsted's powers from the defeat Schwartz gave him at Wilmington. The true story of Halsted's loss of the latter race has yet to be told. The track was of clay, and it having rained the night before there were a number of puddles on the track. Through one of these Halsted drove his racer, with the result that the wheel gathered up a lot of wet clay which stuck between the forks, clogging the wheel and practically acting as a brake. But Schwartz would not accept Halsted's subsequent challenge.

The new grounds of the Tioga Athletic Association, at Westmoreland station, were formally opened July 4th. In the bicycle races, T. Van Deusen won the five-mile handicap in 18.6 2-5 and I. S. Custer took the one-mile; time, 3.38 2-5.

RACING AT BROOKLYN, N. Y.

THE Brooklyn club members celebrated the Fourth by road races in the morning, on the Jerico Pike. The distance was five miles, and the events were a novice race and a club championship race. The course was 2 1-2 miles, to Hyde park and return. W. F. Class took the novice race, in 20.44, while H. Fay and W. Fuller ran a dead heat for second place.

In the club championship race J. W. Schoefer finished first in 18.34; H. L. Bradley was second and Borland third. Bradley led for about 2 miles, and then Schoefer went at it and was never headed.

THE RACE MEET AT QUEENS

track in the afternoon was fairly attended, and the events were flat and uninteresting. W. F. Class, of the Brooklyn Bicycle Club, won the one-mile novice race in 2.30, with W. C. Marion, of the Kings County Wheelmen, second. Mr. Class won the Brooklyn Bicycle Club novice race in 3.36, with W. E. Fuller second. Boys' half-mile race was won by Len Doughty, Jr., of Queens, in 2.09 1-5, with Warren Nichols, of Hempstead, second. The two-mile handicap was won by John W. Schoefer, scratch, Brooklyn Bicycle Club, in 6.48, with H. T. Quartropp, 130 yards, Queens County Wheelmen, second. H. P. Matthews, Brooklyn Bicycle Club, won the safety race in 3.28 4-5, with Frederick Coningsby, of Jersey City, second. J. W. Schoefer won the Brooklyn Bicycle Club one-mile championship in 3 16 1-5, with H. L. Bradley second. The three-mile open event was won by J. W. Schoefer, Brooklyn Bicycle Club, in 11.31, with L. L. Bradley second. T. F. W.

RACING AT CINCINNATI.

THE Cincinnati Wheelmen held a very successful road race July 2. The conditions for such an event were favorable, weather fine and roads in excellent condition. The distance was about seventeen miles. The Cincinnati *Commercial Gazette* thus describes the race:

"There were eleven entries with ten starters in the race, Bryson, B. Burroughs and Perin taking the scratch; Klinn received the greatest handicap, 12 minutes; Arnot, riding the only safety in the race, 10 minutes; Alsap, 8 minutes; Keagy, 7 minutes; H. Croninger and Levi, 6 minutes; George Burroughs and Greenwood, 5 minutes. Klinn, the first man off, was started from Chester Park at 8.29, and B. Burroughs and Perin at 8.32. The last two men rode an easy race to Glendale, and after mounting the Glendale hill they both "let 'er go," Burroughs passing the eight men in front of him, and arriving at the toll-gate in Hamilton, which place was the finish, in one hour, ten minutes and three seconds. Greenwood, of the Centrals, who had received a five minutes' handicap, came in about two and one-half minutes behind Burroughs, his actual riding time being one hour, seventeen minutes and thirty-seven seconds; H. Croninger, of the Kenton, six minutes' handicap, was third, riding time being one hour, nineteen minutes, forty-one seconds; George Burroughs, of Avondale, five minutes' handicap, was fourth. Bryson Burroughs, the winner, is but eighteen years of age, has won the Ohio State Championship in the one and two mile races, and also holds the *Sun* medal, which says he is the fastest man in this locality, Newport and Covington included. The Kentons have claimed to have riders that could down him, and after this, their third trial, they have failed to show the man.

Burroughs' average gait was four minutes, and he came in at the finish looking fresh, and good for ten miles more if necessary. He has great speed and a wonderful amount of endurance, and too much cannot be said in his praise."

PITTSBURG (PA.) RACES.

The Pittsburg Cycle and Athletic Club's opening meet at their park on Saturday, July 7, was a success. The mile novice was won by C. C. Taggart, without much exertion, in 3.46. The half-mile open by Wilhelm in 1.31 1-5; W. D. Banker, second. Half-mile, 1.30 class, F. G. Lenz, first; A. C. Banker, second. One-mile open, Wilhelm, first, in 3.11 1-2; Lenz, second, in 3.15 3-5; and W. D. Banker, third. One-mile, 3.20 class, Lenz, first, in 3.27 2-5; Kahler, second. One-mile club, handicap, A. C. Banker, first, in 3.28; F. G. Lenz, second. Two-mile handicap, Lenz, first; W. D. Banker, second; and Wilhelm, third; time, 7.01.

Lenz wears the laurel wreath now. He trimmed the Bankers in great shape, but wait a month and you will see some races for blood, as W. D. Banker, like the Old Guard, may die but will never surrender, and Lenz, having scooped all the fame, will ride with renewed energy to keep it. He displayed good judgment in taking his time in the club handicap, so as to be in shape for the two-mile handicap, which was a hot fight between he and W. D. Banker, whom he beat nicely. Wilhelm rode well in this, but the handicap was just a little too heavy. He was about two seconds behind Lenz at the finish.

At the time of the League meet the P. C. & A. C. grounds were not fenced in, neither was the track surveyed. The surface is not yet in shape, but it will be O. K. in two or three weeks. President Coffin promises a fine surface at the next meet, which will probably be in August.

W. D. Banker rode in his usual form at New Castle, but he was not fit at the P. C. & A. C. races. If Lenz gets a racer he will undoubtedly do much better than on the roadster he now rides, with a cyclometer swinging from the hub.

Rhodes, the Springfield Roadster flyer, is laid on the shelf with rheumatism, which delays his attempt to lower Wilhelm's Lancaster pike record.

Halsted and Wells expect to have their hill race soon. Wells will ride Gormully & Jeffery's American Rambler Safety, while Halsted will ride Wm. Read & Sons' Ivel Safety.

Wells' defeat at Kimmswick was unfortunate, but I still think him a winner, as his first ride of half the hill before the strap broke is certainly equivalent to more than ten seconds of a handicap, which was all that Greenwood beat him. DUQUESNE.

PITTSBURGH HILL CLIMBING.

Mr. J. B. Kalcher of Pittsburgh, Pa., offers a gold medal to the man who first climbs the hill called "Murder Lane" in Sewickly. The rules and grades we print below:

1. Open to all who are now nembers of the Pennsylvania Division L. A. W.
2. Open to all bicycles except the Star, which having climed the hill, is barred from entering.
3. Bicycles must be ordinary road wheels.
4. Contestants entitled to an unlimited number of trials.
5. Contestants must ride hill in presence of commitee, whom they shall notify three days prior to attempt,
6. The committee consists of S. H. Murray, Frederick Way and Alex. C. Robinson.

All communications for the committee should be addressed to hill-climbing committee, 442 Wood street, Pittsburg, Pa.

GRADE.

First	210	ft.	1	in.	- -	29	ft. 3 in.	= 1 in 8
Next	875	ft.	5	in.	- -	47	ft. 11 in.	= 1 in 18 1-4
"	197	ft.	9	in.	- -	27	ft. 3 in.	= 1 in 7 1-3
"	488	ft.	0	in.	- -	29	ft. 4 in.	= 1 in 17
"	78	ft.	0	in.	- -	14	ft. 11 in.	= 1 in 5 1-5
"	344	ft.	0	in.	- -	38	ft. 6 in.	= 1 in 9
"	350	ft.	2	in.	- -	28	ft. 2 in.	= 1 in 12 1-2
"	345	ft.	4	in.	- -	37	ft. 1 in.	= 1 in 9 1-3
"	136	ft.	0	in.	- -	25	ft. 0 in.	= 1 tn 5 2-5
"	251	ft.	2	in.	- -	38	ft. 7 in.	= 1 in 6 1-2
"	172	ft.	0	in.	- -	17	ft. 7 in.	= 1 in 10
"	111	ft,	0	in.	- -	16	ft. 4 in.	= 1 in 6 5-6
"	37	ft.	6	in.	- -	8	ft. 0 in.	= 1 in 4 11-16
"	102	ft.	0	in.	- -	18	ft. 6 in.	= 1 in 5 1-2
"	46	ft.	0	in.	- -	9	ft. 10 in.	= 1 in 4 2-3
"	42	ft.	0	in.	- -	7	ft. 3 in.	= 1 in 5 5-6
Last	41	ft.	0	in.	- -	4	ft. 5 in.	= 1 in 9 1-3
Total	3827	ft.	5	in.	- -	394	ft. 11 in.	= 1 in 9 7-10
Last	1015	ft.	6	in.	- -	155	ft. 3 in.	= 1 in 6 4-7

From the above it will be seen that the average grade of Murder Lane is greater than any authentic surveys:

Corey Hill is	1 in 11.41
Son-of-a-Gun is	1 in 10.5
Fords Hill is	1 in 12.4
Ross Hill is	1 in 10.04
Murder Lane is	1 in 9.7
Eagle Rock, no authentic survey.	

[We are sorry Mr. Kalcher did not make this open, and not confine contestants to L. A. W. members.—Ed.]

RACES AT EAST HARTFORD.

One thousand people wittnessed the bicycle races on the afternoon of the Fourth. Promptly at three o'clock the races were started, and the first event was the novice. Result, Hills (1), Ackley (2). To the Hartford *Post* we are indebted for the following account of races: In the one-mile handicap (open), there were six starters, Forster, Wakefield, James, Millett, Culver and Roberts. Wakefield won the first prize, an elegant lamp; time, 3.16 2-5, the fastest during the afternoon. James won second prize, an Ideal cyclometer. Forster, by a splendid spurt near the finish, won third prize, an automatic bicycle lock.

In the one-mile handicap for East Hartford riders, five starters, H. E. Bidwell (scratch), James, Snow, Hills and Cowles. Hills had 100 yards handicap and secured first prize, a Champion light roadster bicycle; time, 3.18 4-5. Bidwell finished a good second in 3.19 2-5, and won the second prize, a Champion hub lamp. James took third prize, an automatic bicycle lamp.

The two-mile time handicap (open) race had four starters, Forster, Wakefield, Millett and Roberts. Wakefield had ten seconds handicap, and held the lead to the finish; time, 7.26 4-5. The first prize was a pair of pictures. Roberts secured second prize, a toilet set; time, 7.38 3-5. Forster won third prize, a perfection heater.

The half-mile handicap had three starters, H. E. Bidwell, Shook, and Cowles. The former was a scratch man, but he won the race, in 1.39 1-5, securing first prize, a silver handled, silk umbrella. Cowles won second prize, a Champion hub lamp. Shook third, six months' subscription to the Springfield *Daily Republican*.

The seventh event was the one-mile 3.20 club race, with three starters, Cowles, James and Snow. James won first prize, a pair of rat-trap pedals; time, 3.53 1-5. Snow was second, taking a Champion hub lamp.

In the one-mile 3.30 club race there were two starters, Shook and Ackley. The latter secured the lead on the second lap and held it until near the finish, when Shook made a fine spurt and went to the front, winning the race in 3.59 2-5. The first prize was a Victor cyclometer; the second a Champion hub lamp.

Three starters responded to the bell in the one-mile open race, Wakefield, Forster and Roberts. The former led nearly to the finish, when Forster spurted and secured the first prize, a Rockford silver watch; time, 3.30 1-5. Wakefield took second prize, a carving set, Roberts third prize, spoons, butter knife and sugar shell.

Only two men came to the scratch in the one-mile consolation race, Culver and Millett. The former won in 3.52 2-5, taking a Champion hub lamp. Millett secured a pair of bicycle shoes.

The officers were: C. G. Huntington, referee; F. E. Belden, H. H. Smith and J. G. Graham, judges; E. O. Goodwin, starter; L S. Forbes and M. Cameron, timers; Joseph O. Goodwin and H. D. Olmsted, scorers; George L. Forbes, clerk of course.

At the close of the races the club members, visiting wheelmen and officers of the day were invited to Wells Hall, where a bountiful collation with hot coffee was served. The lady friends of the club officiated as waiters. The club rooms were then visited and the prizes distributed.

NEW CASTLE, PA., RACES.

The rain knocked out the New Castle races on July 4, at least the most important events, such as the half-mile national League championship and the one-mile State championship. The hill-climb which was held in the morning on Jefferson street resulted as follows: First, W. I. Wilhelm; second, Eugene S. Michenir; third, A. C. Banker. Fox Kahler, of Millerstown, was half way up the hill when he was informed that his time was not taken. Kahler thinks it was rather a cold deal, I haven't heard any explanation of it yet. Mercer street, which had never been climbed, was surmounted by Wilhelm.

In the afternoon the races were just fairly under way when a heavy rain set in. G. K. Beam, of Pittsburg, won the one-mile novice in 3.09, with ease; he is a good one. The quarter-mile State championship was won by Halsted. Every one expected to see a race between Halsted and Wilhelm, but a man from way up in the country took a header which compelled Wilhelm to do some trick riding to get round him; when his stand-still exhibition was finished Halsted was round the turn and going fast. Wilhelm passed Banker and Lenz, but was not able to head Halsted, who won as he pleased in 40 3-5 sec.; Wilhelm, second, in 42 sec. Just then the deluge arrived, and as I left the track a parting glance over my shoulder revealed a moss back trying to roll the track with a plough horse and 600-pound rig. The races were postponed twenty-four hours, but it still rained, and it was decided to hold them either shortly before or after the Buffalo meet in September. In the hill-climb a bicycle lamp was first prize and bronze medal second. I was surprised to find a bronze medal playing second fiddle to a lantern, but a glance at the medal explained it all. The championship medals were fair, the other gold medals were not quite so "hefty," and the bronze ones were properly classified in the hill-climb.

The first train to New Castle on the E. & P. R. R. had about fifty wheelmen on board. They did not hold the hill-climb for it, although requested to do so, and the Reception Committee was conspicuous by its absence.

W. W. Windle met with a bad accident the day before the races, which placed him *hors de combat*. Midgley and he were enjoying a practice spin, and as they turned into the stretch Midgley struck a soft spot and fell. Windle was too close to turn out and ran into him., resulting in one of the worst falls a man could take. He was badly bruised.

Duquesne.

THE C. W. ASSOCIATION.

ANNUAL MEET AT BELLEVILLE, ONT.

The annual meet of the C. W. A. held at Belleville, Ont. was one of the largest assemblies of the association ever held. On Sunday July 1st there were some 300 visiting wheelmen in town, almost all the principal clubs of the Provinces being represented. The first portion of the programme, namely, the march to church, was successfully carried out this morning, when about 150 wheelmen, headed by the Oddfellows' band in military uniform, marched to Christ church, which was crowded to the doors. The visitors were entertained by the Ramblers, who took a large number of them to Massassaga park on the steamers Ornata and Annie Gilbert and the yacht Olanthe.

At the hill-climbing contest July 2d there were seven competitors, four of whom failed to surmount the grade, which was a very trying one. The winners were as follows:—Bert Brown, Toronto, 27 3-5s.; Lave, Montreal, 34s.; Pennison, Toronto, 3d.

An adjournment was then made to the City Hall, where the annual meet was held. Mr. Miller, the president, presided, and addresses of welcome were made by Mr. Henry Corby, M. P., Dr. Wilson, Mayor, and Ald. Faulkiner. President Miller responded. The officers elected are as follows:—President, W. P. Way, Ramblers, Belleville; vice president, Harry Ryrie, Torontos, Toronto. The report of the secretary shows an increase in the membership and the sum of $336 in the treasury.

The parade this afternoon presented a very imposing scene, 250 wheels being in line. The wheelmen proceeded to the Driving Park, where the racing took place in the presence of about 4,000 people. The track was good but somewhat rough on one side. Still, good time was made, Foster lowering the Canadian tricycle record to 3.18 4-5. In the one-mile championship, the five-mile championship and the tricycle Foster won virtually as he pleased. Summary:

Two-mile bicycle, novice. S. B. Cooper was 1st, W. A. Lingham 2d, Walbourne 3rd. Time, 6.25 3-5.

One-mile championship of Canada—Fred Foster, Toronto, 1st; J. H. Robertson, Montreal, 2d; E. O. Roscoe, Woodstock, 3d. Time, 2.47 3-5.

Half-mile without hands—R. Fetch, Brantford, 1st; M. F. Johnson, Toronto, 2d; Thomas Knowles, London, 3d. Time, 1.32 3-5.

One-mile 3.20 class—L. B. Cooper, 1st; Bert Brown, Toronto, 2d; W. A. Lingham, 3d.

One-mile tricycle championship of Canada—Fred Foster 1st, E. P. Baird, Montreal, 2d. Time, 3.19 3-5.

Three-mile team race—Whatmough, Johnston and Webster, of the Wanderers, rode over.

Half-mile dash—J. H. Robertson, 1st; E. O. Roscoe, 2d; Thomas Knowles, London, 3d. Time, 1.21 2-5.

Half-mile run and ride—Scott won, Walbourne 2d, Fitch nothing. Time, 2.14 1-5.

Five-mile championship of Canada—Foster won, Baird 2d. Time, 15.52 3-5.

Three-mile roadster, 35 lbs.—Robertson won, Lingham 2d, Walbourne 3d, Fitch, Knowles, Roscoe and Cooper, nothing. Time, 9.40.

One-mile Safety—Johnston won, Penniston 2d. Time, 3.11 2-5.

Ten-mile open--Fitch won, Baird 2d. Time, 35.24 1-6.

FORT DAYTON WHEELMEN.

The Herkimer County (N. Y.) people have been regaled with their first bicycle meet, and they are enthusiastic over the results and the enjoyment obtained. The parade was a feature and the following prizes were awarded:

For club having largest number of riders in the parade, elegant cup, given by Pope Mfg. Co., Fort Schuyler Wheelmen, Utica.

Best drilled club, piece statuary, Rome Bicycle Club.

Finest uniformed club, Case Glisitenine, Waiontha Bicyle Club, Richfield Springs.

Handsomest rider, gold ring, August Kinne, Richfield Springs.

Rider having largest wheel, silk hankerchief, George Smith, Little Falls.

Rider having smallest wheel, bicycle bell, Ralph Crego, Herkimer.

THE RACES

were called at the Driving Park at 2.30 P. M., there being 1,000 persons present to witness the sport. The judges were Messrs. Steele and Folts, of Herkimer; Hinds and Cole, of Richfield Springs; Gardiner, of Utica, and Smith, of Little Falls. Following is a schedule of the races, with the official time annexed:

Novice half-mile, 1st, Frank Robbins, Utica, bicycle shirt: 2d, George Whitehead, Rome, wrench. Time, 1.40.

Club championship half mile, 1st, B. K. Helmer, $10 medal: 2d, G. W. Nellis, lamp. Time, 1.37.

One-mile dash, 1st, C. H. Metz, Utica, chair; 2d, T. L. Willson, Brooklin, cigars. Time, 3.03 1-4.

Hurdle half-mile, 1st. F. P. Hammes, Utica, revolver: 2d, B. L. Burrows, Norwich. Time, 3.00.

County championship, one mile, 1st, G. W. Nellis, $12 medal; 2d, G. T. Woodin, shoes. Time, 3.20.

Half-mile hands off, 1st, F. P. Hammes' Utica, cyclometer; 2d, P. C. Hammes, Utica, underwear. Time, 1.43.

Boys' race quarter-mile, 1st, J. C. Robbins, Utica; 2d, W. W. Roberts, Utica. Time, 0.44 1-2.

Tandem half-mile, two starters, Nellis and Helmer. Time, 2.05

Three-mile dash, 1st, H. J. Hall, Brooklyn, ball pedals; 2d, Harmon Marquisee, Utica, silk hat. Time, 9.57.

Club handicap, one mile, 1st, G. W. Nellis, scratch, cyclometer; 2d, G. T. Woodin, 22 yards, gold pen; 3rd, Joseph Schermer, 22 yards, whistle; 4th, Grand Christman, 40 yards; 5th, E. W. Harter, 40 yards. Time, 3.27.

Fancy riding, 1st, C. R. LaRue, Little Falls, $15 medal; 2d, Harmon Marquisee, Utica, shaving case.

C. N. Y. one-mile championship, 1st, C. H. Metz, Utica, $30 medal; 2d, F. P. Hammes, Utica, safety rifle. Time, 3.04 1-2.

Tricycle half-mile, 1st, G. W. Nellis, silk umbrella; 2d, G. T. Woodin, opera glass. Time, 1.59.

Ride and run half-mile, 1st, P. W. Hammes, Utica, chair; 2d, B. K. Helmer, lamp. Time, 2.51.

Consolation half-mile, 1st, W. A. Carker, Richfield Springs, hose; 2d, E. H. Martin, Utica, whip. Time, 1.36.

The races were closely contested, and occasioned no end of applause from the enthusiastic audience. The entire programme passed off without a break to mar the enjoyment of the day, with but one exception, and that occurred in the three-mile dash. In the fifth lap of this race Mr. Willson of Brooklyn lost his pedal when near the quarter pole, and was thrown violently to the ground. The fall was a severe one, but beyond a few bruises we are glad to say Mr. Willson was uninjured.

A banquet wound up the proceedings. Our first effort makes us, like Oliver Twist, ask for "more."

RACES AT EAST SAGINAW, MICH.

We give below results of races at East Saginaw, Mich., July 4th: One-mile novice—E. R. Pratt. of Flint, first; John Nichols, East Saginaw, second; time, 3.09. One-mile, open—John Rivard, East Saginaw, first; Geo. Lane, Detroit, second; time, 3.02. Half-mile, boys'—Willie Pease, first; A. O. Dunk, second; time, 1.43. Ten-mile team race for State championship—Detroit team, Geo. Lane, Wm. Metzger and J. Lamont; East Saginaw, John Rivard, C. Gardiner and H. Osborn. Rivard, of the Saginaws, set a hot pace and gained a lead in the eighth mile of over a quarter of a mile. Detroit then drew out, giving the race to Saginaw. This makes the third consecutive time East Saginaw has beaten Detroit for the State championship. Five-minute time race, distance one mile—Won by John Nichols in 4.50. East Saginaw Bicycle Club championship—John Rivard, first, 3.05; Walter Marr, second, 3.05 1-4. One-mile, 3.20 class—E. R. Pratt, Flint, first; Walter Marr, second; time, 3.08 3-4. Five-mile lap race—H. Osborn, first; E. R. Pratt, second; time, 17.59.

ERRATA.

OHIO DIVISION MEMBERS PLEASE NOTICE.

In our last issue we named the place of meet of Ohio Divison L. A. W. as betng at Cleveland. This is sn error. We should have stated the place of meeting as Toledo and not Cleveland.

HARRIS ON STAND PIPE HILL.

Washington has a hill that, 'tis said, troubles most men to climb more than once, but on June 6th P. M. Harris, on a Springfield Roadster, made up his mind to see how many times he could ride it without a dismount. Eight times up and down did Mr. Harris go before he got off his machine. The Washington men seem to think that this record will stand for some time to come, but who can tell, when we have our Wells, our Shurman, our Worden and our Harradon? Will some of our Washington friends please give us the grade of Stand Pipe Hill?

'TWAS HALSTED AND NOT STENKEN.

Editor Bicycling World:—Seeing in the edition of June 29, 1888, of the Bi. World and Bulletin that Stenken, while on his way to Baltimore, had made his mile on the University of Pennsylvania track in 2.51 3-5, being the fastest mile ever ridden on that track, I wish to correct the same, as E. I. Halsted, of Pennsylvania Bicycle Club, made his mile in practice in 2.50, which is the fastest mile either in practice or race which has ever been made on that track. As there were two watches on him at the time there can be no mistake, and as I was one of the timers I am willing to vouch for it. Date of this event was about the middle of May, when he was training for the inter-collegiate race. Hoping you will give this correction space in the next edition, I remain very truly yours,

Jno. G. Fuller.

MR. SHRIVER ON THE CONSTITUTION.

Editor Bi. World and Bulletin:—The decision at Baltimore was that we must be content to live under the law which has been made for us by the Revision Committee, and if we want an opportunity to modify it a year hence, must carry on our discussion in the press, rather than in the convention which had been called to consider the new constitution. Availing myself of this permission, I would like to begin the discussion right now, by way of explaining why my

own vote, and I presume that of others, was cast against the adoption of the constitution on the final vote.

We took this course not merely as a protest against the farce of cutting off debate in a body called together from all over the country to deliberate, not to blindly ratify the work of one or two men, but even more because the new constitution, while in the main good, was in some important points fatally defective. I, for one, have not a word to say in criticism of the careful caucusing of Sunday night, which had so ably rallied what we may call the clique forces, and would blame myself for not having been equally well prepared, were it not that it was impossible for me to have been in Baltimore on Sunday evening. But I do think that the gentlemen who were so determined that the "harmonious symmetry" of their work should not be disturbed by the impertinence of independent thought, might at least have made that work a little more perfect in form. This constitution which is now adopted by so large a majority is not only clumsily worded in several sections, so as to leave its meaning doubtful, even to at least one of the men concerned in its preparation, but has at least three grave errors of principle involved. Should any division fail to provide a plan of elections there is no power whatever by which the national body can step in and supply the deficiency, and in such an event the members of such a division must be disfranchised entirely. Under the draft first presented the territorial divisions were excluded from representation in the national assembly, except by Chief Consuls, and with the amendment doing away with territorial divisions the smaller divisions still have no representation except by Chief Consuls; and unless they have fifty members each, these divisions are not even to be trusted to elect their Chief Consul. At June 15 there were twenty-four divisions thus disfranchised, with a membership of 308. When we come to the divisions which are given the right to vote, the apportionment is nominally fair, as the twelve big divisions with 8400 members send only sixty-four men to the national assembly, while thirteen smaller ones, with 1600 members, elect eighteen representatives of the various grades. But there is the further objection that we have adopted the vicious system of delegated choice which has so degraded the United States Senate, and the result will be that a governing clique in any one of the big divisions will have far more power than a substantially unanimous popular choice in a dozen of the smaller divisions.

When our committee had so carelessly put together an instrument which should be a reasonably perfected organic law, it seems a pity that their pride of authorship and impatience of criticism should have led them to force a vote before the League had been given an opportunity to correct at least manifest errors of detail.

Yours truly, EDWARD J. SIIRIVER.

New York, June 23, 1888.

FROM DENVER, COL., TO COLUMBUS, OHIO.

FROM this quiet village of the "Western Reserve," I would like to speak to the many wheelmen whom I met along the line in my trip awheel from Denver to Columbus. I don't know of any better medium than the WORLD, for I found that the announcement of this tour in your paper, had put wheelmen on the lookout all along the proposed route.

At daylight, on June 3d, J. L. Gard and the subscriber, accompanied by several members of the Ramblers, left Denver for Kansas City, our route being along the Kansas Pacific through the "Golden Belt." At Magnolia, nine miles out, our escort turned back and we continued our journey eastward, little knowing what a hard day's work we had before us. About nine o'clock a stiff breeze sprung up from the east, and continued to blow in our faces for several days. And how it does blow on the prairies! About thirty miles from Denver we found considerable sand and rather hilly country, putting riding out of the question. Of the 56 miles which we made the first day to Deer Trail, we walked 18. They were two weary wheelmen that stayed at the home of the "Deer Trail terrors" on the night of June 3d. The second day out we found very soft roads from recent rains, necessitating about six miles of walking and track riding, which in places were found superior to the wagon road. The third day out the roads improved and were fair, but the tireless wind continued to blow in our faces until we reached Collier on the 8th. Between Collier and Wilson, Kansas, we found the finest road, and I would never ask for a better one. The surface is perfect and the country just rolling enough to be interesting. With a favorable wind that day, the 9th, our average was about 12 miles per hour, or 100 for the day. There is very little sand on the road we traversed, except in the vicinity of Junction City, and the day's ride between that point and Topeka, 79 miles, was one of our hardest, 30 of which we rode on the track. The hills ten miles east of Junction are sandy, and at that point we took to the track, finding several miles of fair riding, on which we would make about seven miles per hour. As bridges abound in that section, frequently as many as ten in a mile, to avoid dismounting and difficult mounting we rode many of them. I believe we were the second wheelmen to travel this road. It is needless to add that we were always surrounded by an inquisitive crowd at every stopping place. The natural roads of Kansas are good. They have ruts, but unless there is a strong side wind, as we had for two days, they can be ridden very nicely. Living in that State is reasonable and wholesome, and their horses seldom scare. Some of the "towns" are small, consisting merely of a section house and water tank, but we always found good accommodations at those places; this, of course, applies to the extreme western part of the State and Eastern Colorado. The finest section of Kansas in a wheeling way—in the vicinity of Fort Hays and Ellis—contains not a solitary wheelman! We were shown courtesies by the wheelmen of Junction City. A "pilot" in the morning through Fort Reily would have been of great benefit to us, for in the early hour that we passed through the reservation there was no one astir to "put us on" to the right road.

I would advise all wheelmen leaving Junction City alone in the early morning and traveling east to take the track when near the Fort, for of the many roads there, it is difficult to select the right one. Our average mileage through Kansas was 67 miles per day. From Topeka to Kansas City the roads are rough and hilly. At Kansas City Mr. Gard finished his journey, and I trained it from there to Peoria, Illinois, avoiding the flooded district and the bad Missouri roads, of which I had heard so much. If Missouri roads are any worse than those that I found in Illinois I should not like to see them. But my programme was to ride from Peoria to Columbus a-wheel, via Bloomington, Crawfordsville, etc., and I did it, but the greater part of it was a rough ride. The country, however, was interesting and in many places romantic, especially so a few miles west of Crawfordsville. The Illinois roads are nothing if not rough, but near the Indiana line I found a few miles of pike either side of the larger towns. I did more track riding in Illinois and six miles of it east of Veedersburg, Indiana; total track riding, forty-five miles. I met many wheelmen in Peoria, Bloomington, Crawfordsville, Indianapolis, Springfield and Columbus. The Crawfordsville club is small, but one of the most energetic I have ever seen, and the beautiful quarter-mile track that they are building and expect to use on the Fourth of July would be a credit to any city. It is located in the fair grounds inside the horse track, and in the midst of towering trees, which, however, do not obstruct the view. In the centre of the track is a lake and numerous green islands, the *tout ensemble* being charming. I congratulate the live wheelmen of Crawfordsville. I found few wheelmen in Illinois who could give me no information as to roads for more than five or ten miles from their towns, for they "always took the train to such and such a place and wheeled it from there." Honor or not, I wheeled it through their State and left my curse on their roads; if it doesn't improve them it certainly cannot injure them, they are as bad as they could be for a wheelman. I was somewhat disappointed in the National pike, which I "struck" at Indianapolis. It was very sandy near the large towns, and the large stones in many places made it rough. The real National road does not lead to Dayton, but about ten miles north of there and two miles east of Richmond, Indiana, I left the muchly-traveled pike and continued on the National road, which I found better than the one to Dayton. I made a hundred-mile run from Indianapolis, but with a pretty stiff breeze against me and the thermometer at one above one hundred degrees it was hard work. I rode between Denver and Columbus 1008 miles, riding time being fourteen full days. Had no accidents and but little trouble with horses or mules, that little being in Illinois and Indiana, and the cause there is more with the drivers than the horses. My health was perfect and appetite enormous. I thoroughly enjoyed the trip, and reccommend all wheelmen to *tour*.

C. C. HOPKINS, of Denver.

Garrettsville, Ohio, June 25, 1888.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE five and three-eighths mile road race held at Memphis, Tenn., June 30th, resulted in a victory for the "Apollo," W. A. Whitmore taking first prize from scratch. W. B. Everett & Co. are happy to state that recent large shipments of safeties have enabled them to catch up on their orders for this type of machine, and gives them a good stock to sell from.

As a mechanical feature, the Trigwell Ball Head used on the New Mail, must be conceded to be a perfect success. Messrs. William Read & Sons report that they have not changed any feature of the head, since its adoption some three years ago, and though they have given it a thorough trial, speak highly, of the additional rigidity given the whole wheel.

An oiler that can be carried in the pocket and not leak, has heretofore been a desideratum. It is now a case of "Eureka," as will be seen by refering to the ad. and cut of Cushman & Denison's pocket oiler on another page.

Gormully & Jeffery Mfg. Co desire to announce that the Rambler safety is now on the market, and and can be delivered with a reasonable degree of promptness. They feel highly pleased at the favorable reception it has received so far.

J. C. Travis (successor to C. H. Ross & Co) make a special offer to riders in this weeks' issue. A cyclometer is a pretty good premium, and, as the offer holds good only for thirty days, we would call attention to the ad. to be found on another page.

The second large installment of the New Mails is just being received by Messrs. William Read & Sons, from the factory at Chicopee. Messrs. Reed & Sons report a large demand for these wheels.

Something that catches the eye as an article of sterling worth is the Kirkpatrick saddle as applied to the Columbia "Veloce." Its fore and aft tilting adjustment, has long been desired, while all the good qualities of the saddle, as applied to the ordinary, are retained.

Wanamaker & Brown of Philadelphia, League clothiers, have presented the World's Tournament with a complete L. A. W. suit.

Mr. H. M. Carter, of Hyde Park, Mass., feels rather bad that there is report of a member of the L. A. W. who is just one year older than he is. Mr. Carter is 62, and he rides a Singer safety, and a S. S. S. tricycle.

Professor P. H. Reilly is now in Europe taking an outing on the wheel. He writes from Wales: "Let me speak one good word for my Columbia. I would not take $10,000 for it if I could not replace it. No one knows what can be accomplished on one until it is given a trial. The Pope Mfg. Co. of Hartford have cause to feel proud of their workmanship and the bicycles they are daily turning out. Over hundreds of miles I have traveled, up hill and down, in all kinds of weather, and not a thing has had to be changed since I left their factory May 25."

What is the matter with Singer cycles? Look at this and answer. Between the dates of June 15 and July 4 one hundred and eight Singer safeties have been received in this country and disposed of. The shipments of these machines from England to this country are about twenty-five per week now, so that Mr. Ross thinks that hereafter there will be no trouble in supplying the tremendous demand. The business of this firm in ordinaries and different kinds of tricycles is also unprecedented.

Smith's Cycling Company of Washington have presented the Fair Association with one of their unique ladies' bicycles to be contested for in amateur events.

The wheelmen of Cazenovia, N. Y., expect to hold a tournament in Cazenovia about August 1st. If their plans are successful there will be several races, for valuable prizes, fancy riding, a prize drill, and a lantern parade in the evening. All wheelmen are invited, and are requested to send in their names so that invitations may be sent to them. Address B. S. Stanley, Cazenovia, N. Y.

COMING EVENTS.

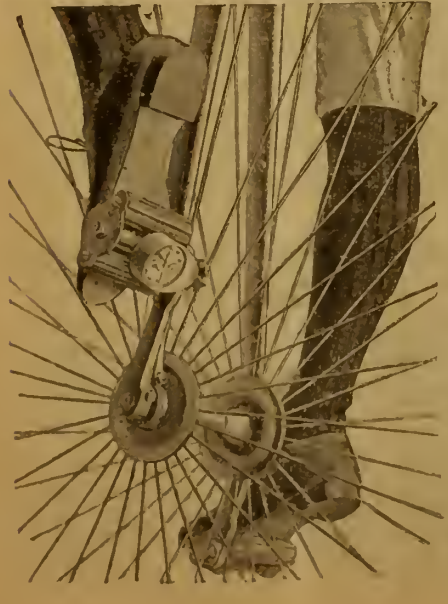
July 14—Shurman and Wells will be on Corey Hill, Brookline, Mass.
July 17, 21—Annual Tour of the Iowa Division from Des Moines to Spririt Lake.
July 19—Kentucky Division Meet and Tournament at Louisville, Ky.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 2—Binghampton, N. Y., Tournament.
August 11—Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.

Actual Size.



This Oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. **50c. each.**

CUSHMAN & DENISON, - - - - - - - - - 144 and 146 Greenwich Street, N. Y.

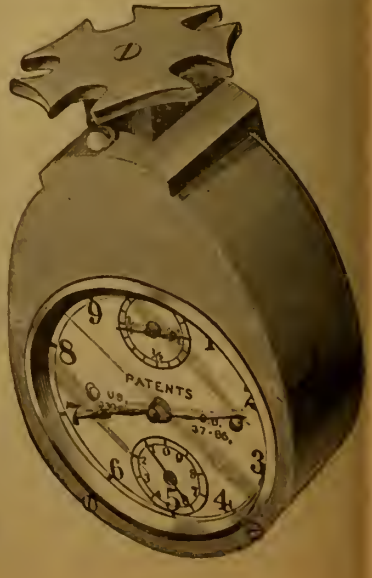


The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs or cams. Absolutely accurate,* Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price $10.

All Sizes in Stock. Descriptive Circular mailed if asked for.



GEO. R. BIDWELL,

313 West 58th St., New York.

Sole Manufacturer.



ABBOT BASSETT, Secretary-Editor.

Presidential Appointments.

To the L. A. W.:

I take pleasure in announcing the following National Committees for the current official year, which Committees are hereby appointed:

Membership—G. Carlton Brown, Elizabeth, N. J.; Chas. S. Davol, Warren, R. I.; Frank C. Blodgett, Detroit, Mich.

Rights and Privileges — Chas. S. Luscomb, 280 Broadway, N. Y.; J. S. Dean, care BICYCLING WORLD, Boston, Mass.; A. Moore Berry, 421 Olive street, St. Louis, Mo.

Rules and Regulations—Wm. H. Emery, 1177 Tremont street, Boston, Mass.; W. W. Share, P. O. Box 22, Brooklyn, N. Y.; Henry Crowther, P. O. Box 1582, Philadelphia, Pa.

Improvement of Highways—Stephen Terry, Hartford, Conn.; Chas. S. Butler, 263 Main street, Buffalo, N. Y.; H. S. Livingston, care Seasongood, Menderson & o., Cincinnati, Ohio.

Racing — Gerry Jones, Binghamton, N. Y.; Geo. S. Atwater, 1206 Pennsylvania ave., Washington, D. C.; Col. George Sanderson, Scranton, Pa.; George Collister, care Davis, Hunt & Co., Cleveland, Ohio.; W. M. Brewster, 309 Olive street, St. Louis, Mo.; H. H. Hodgson, New Orleans, La.

Transportation—Burley B. Ayers, 152 S. Hoyne ave., Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

T. J. KIRKPATRICK, President.

Massachusetts Nomination.

The Cambridge Bicycle Club nominates the following for candidates in the coming election:

Chief Consul, H. W. Hayes, Cambridge; Vice Consul, Sanford Lawton, Springfield; Representatives for District 2, Abbot Bassett, Newton, J. H. Grimes, Somerville; for Secretary-Treasurer, Dr. W. H. Emery, of Boston. Yours truly,

GEO. A. NASH, Secretary.

To Rhode Island Wheelmen L. A. W.

At a special meeting, held July 7th, a by-law, known as Article IX., was added to our by laws, to conform with Article IV. of the new League Constitution, providing for the election of officers. In accordance with Article IX. the election will be by mail vote.

The members of the Division will cast their votes for Chief Consul, Vice Consul and Secretary-Treasurer, and two Representatives, to the Division Board of Officers, between the fifteenth day of July and the fifteenth day of August.

Ballots received later than the last mail on August 15th will not be counted, and if a member sends two, or more ballots, none of them will be counted. A ballot once mailed cannot be recalled or changed. I hereby appoint Messrs. Geo. L. Cooke, of Providence, Chas. W. Greene, of Warren, and A. W. Howland, of E. Greenwich, a committee to receive and count the votes. They will announce the result within one week after August 15th.

The Secretary-Treasurer will send to each member a voting blank, with a list of the offices to be voted for printed thereon.

These blanks must be properly filled in, signed by the member casting the vote, together with his, or her, League number, and returned to Geo. L. Cooke, P. O. Box 1101, Providence, R. I.

League clubs will elect one Representative for the first twenty League members, and an additional Representative for each fifty additional League members, on the roll July 1st. These Representatives become members of the Division Board of officers.

CHAS. S. DAVOL, Chief Consul.

Warren, R. I., July 9, 1888.

Information Wanted.

Will some one kindly outline the best route to be taken, in wheeling from Chicago to Detroit, character of the roads, etc., and the condition they would likely be in during the month of August.

Also, state whether in proceeding East from Detroit it would be better to cross into Canada, going through Toronto, or keep on the southern side the Lakes, and so East, via Buffalo, Syracuse, etc.

An answer through the columns of this paper, at an early date, will greatly oblige. L. A. W. No. 1614.

Companions Wanted.

I will tour from Detroit through Canada and New York to Atlantic coast, and return via Old National Road to Cincinnati. Leave Detroit July 23. Parties desiring to join me can effect junction by inquiring at L. A. W. Headquarters, Detroit, July 21 or 22. Address H. G. Woodrow, Ada, O.

Ohio.

Acting under Article VI. of the Constitution I hereby give notice that the annual meeting of the Ohio Division of the League of American Wheelmen will convene in Memorial Hall, in the city of Toledo, O., at ten o'clock, A. M., on the 23d day of July, 1888.

It is the duty of each and every member of the Ohio Division to attend and participate in the transaction of the business of this meeting, which will indorse many matters of special importance, as well as the regular annual elections of Secretary-Treasurer and Committees.

As commander of the annual tour I call special attention to the programme presented by the committee. It should be the aim of every member to participate in this as well as other pleasures of the occasion.

Division Representatives and Captains of clubs will report to me on the 23d if possible for proper assignment. Unattached members will report direct to Chief Consul in person. JAMES R. DUNN,

Massillon, O., June 29, 1888. Chief Consul.

I have the pleasure of announcing the appointment of Mr. A. E. Mergenthaler for Representative of the 2d District Ohio Division L. A. W., vice R. B. Cary, resigned. JAMES R. DUNN, Chief Consul.

Massillon, O., July 1, 1888.

New Jersey Division Election Notice.

I have appointed the following Committee to make up the ticket for the coming election:

Mr. Thomas S. Burr, Chairman, Plainfield, N. J.; Mr. L. H. Porter, E. W. Johnson.

Under the new Constitution this State will be entitled to a Chief Consul, Vice Consul, Secretary-Treasurer, and six Representatives, beside Representatives from League Clubs.

Nominations for Chief Consul, Vice Consul, Secretary-Treasurer, and six Representatives are now in order, and should be sent to Mr. Thomas S. Burr, Chairman, Plainfield, N. J., on or before July 20th.

J. H. COOLEY, Chief Consul

OFFICIAL PROGRAMME

OF THE

ANNUAL MEET

OF THE

MASSACHUSETTS DIVISION L. A. W.

AT COTTAGE CITY, MARTHA'S VINEYARD,

August 2, 3 and 4, 1888.

The Committee in charge of the arrangements for the Annual Meet of the Massachusetts Division, announce the following programme:

Business Meeting.

The Annual Meeting of the Division will be held in the Town Hall, over the Engine House, at 9.30 A. M., Thursday, Aug. 2nd, and a full attendance is desired, as business of importance is to come before the meeting.

Entertainment.

Thursday, Aug. 2nd, 12.30 P. M. We take the train for Katama where a Clam Bake will be served at Mattakeeset Lodge, and afterward members can indulge in bowling, billiards, etc., or a short walk can be taken to South Beach where a splendid view of the surf can be seen. 4 P. M., Base Ball game at Waban Park. 8 P. M. The Fitchburg Military Band will give a concert in Ocean Park.

Friday, Aug. 3rd, 10 A. M. A parade will be held, and line of march will be over some of the smooth, concrete avenues. Clubs and unattached members will report to the Chief Consul at the Sea View House by 9 A. M. and have their places in line assigned.

The Martha's Vineyard Club offer a Club Banner to the club having the largest number of men in line.

4.30 P. M. Races around Ocean Park. Three laps to the mile. The following is the programme and events, all of which are for amateurs only:

One-mile, novice; one-mile, open; one-mile, handicap; one mile, Rover type machines; one-mile tricycle.

Entries close with Dr. W. G. Kendall, 170 Tremont street, Boston, or Sea View House, Cottage City, Thursday, Aug 1. Two prizes will be given in each event.

8 P. M. The Martha's Vineyard Club will tender a a Reception and Ball to our members at the Casino. Tickets for the same can be obtained of the Committee during the Meet.

Saturday, August 4th, 9 A. M. The steamer "Island Home" will make a special excursion to Gay Head.

Membership cards in the L. A. W. or M. V. Club must be shown at ticket office in order to obtain tickets for this trip. This is a beautiful two hours' sail through the Vineyard Sound, and every member should go on the trip.

We shall stop at Gay Head about two hours, and lunch can be taken from your Hotel or obtained at Gay Head.

We shall arrive in Cottage City on the return at about 3.30 P. M.

8 P. M. Band Concert at the Park.

9 P. M. The Sea View House will give a Hop to the visiting cyclists.

In addition to this formal programme members can find many attractions to amuse them, in the way of bathing, sailing, fishing, etc., and every moment of the meet can be spent in enjoyment.

Bathing. There is an excellent Bath-House on the Bluffs, where the Band plays from 11.30 to 1 o'clock, at which time "all the world" goes in bathing, and rooms and suits can be secured for a very small amount.

Sailing. Boats can be had for fishing, etc., at the wharf.

Cycling. The streets of Cottage City being entirely of concrete, afford a perfect surface for wheeling, and you may be sure if you bring your wheel you will not regret it.

Transportation.

Cottage City is reached by the Old Colony R. R., and Express Trains leave Boston for the above places 9.00 A. M., 1.00, 4.05 P. M. (via Woods Holl), week-days: 7.30 A. M. (via Woods Holl), *Sundays;* connecting with steamers "Martha's Vineyard," "River Queen," "Nantucket," or "Island Home," and due at Cottage City 12.50, 4.00, and 7.15 P. M., week-days, or 10.50 A. M., *Sundays.*

Returning, leave Cottage City 6.15, 9.30 A. M., 3.00 P. M, via Woods Holl), 1.00 P. M. (via New Bedford), week-days; and 4.45 P. M.(via Woods Holl), *Sundays;* due at Boston 9.50 A. M., 1.10, 5.40, and 7.00 P. M. week-days; 8.30 P. M., *Sundays.*

Trains leave Fitchburg at 7.25, 9.00 A. M., 12.15 P. M. Trains leave Lowell at 7.40 A. M., 12.45 P. M. Trains leave South Framingham at 8.42, 10.50 A. M., 1.55 P. M. Trains leave Walpole at 9.08, 11.03 A. M., 2.23 P. M.

These trains connect at New Bedford with above steamers and arrive at Cottage City at same time as trains from Boston. Members from the central and western part of the State can connect with the O. C. R. R. at Fitchburg and South Framingham. Special rates of fare to *L. A. W. members only* have been made as follows:

Boston to Cottage City and return	$2.50
Lowell " " "	2.50
Fitchburg " " "	2.50
South Framingham " "	2.50
Walpole to Cottage City and return	2.30
Attleboro' " " "	2.00

The O. C. R. R. will transport bicycles free during the Meet.

Tricycles will be taken *only* on the trains leaving Boston at 4.05 P. M., Aug. 1st, and Cottage City at 6.15 A. M., Aug. 6th, to which a special car will be attached for the purpose of carrying machines. Those who intend sending either bicycles or tricycles on the 4.05 train Aug. 1st, will please notify the Chief Consul.

Accommodations.

The Committee has arranged special rates at the following hotels, and *those who intend being present at the Meet would do well to engage rooms at once,* as the hotels are liable to be crowded at that time:

Sea View House—H. M. Brownell	$3.00 per day.
Pawnee—Ball & Bassett	2.00 "
Hotel Naumkeag—J. H. Keehler	2.00 "
Island House—H. Hayden	2.00 "
The Oakwood—D. W. Russell	2.00 "
Wesley House—A. G. Wesley	1.75 "

All the hotels will arrange to take care of wheels. Members must make their hotel arrangements direct, as the Committee cannot take charge of it.

Notes.

Bring your membership ticket, wheel and bathing suit, and come prepared to see the Meet through, as we know you will enjoy every moment. Remember that we are guests of the Martha's Vineyard Club, and that we want the favorable impression we made last year to remain. It costs nothing to be a gentleman.

The ladies will be welcome, as they were last year, and we hope to see many more of them at this Meet, and will endeavor to make their stay a pleasant one.

H. W. HAYES,
103 State street, Boston,
W. G. KENDALL,
170 Tremont street, Boston,
A. W. ROBINSON,
33 Winter street, Boston,
Committee.

New York Division.

The following circular was issued by the Executive Committee, L. A. W., under date March 15th, and is reproduced at this time in order to explain my action

in calling upon the members of this Division for a liberal response to the same. Fraternally,

GEO. R. BIDWELL,
Chief Consul for New York.

The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking towards a speedy relief from the embarrassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this committee feel that the time has come for the taking of heroic measures to place the League financially on its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do as he would wish to. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer, and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April, and stand clear before the world; but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of $8000 in the way of dues up to April 1, and of this sum the national body gets $4000. This money will have been spent in making up the deficits of 1886 and 1887, and all that the League may depend upon for future income during 1888 will be fifty cents per capita from each member that comes to us. It is fair to suppose that we may get 12,000 members this year, or 4000 more than we now have. These 4000 members will give the League a little over $2000, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the national organization will have about $2000 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1888, four months later than usual. The sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the national body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subcriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years.

Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,
H. W. HAVES,
GEO. R. BIDWELL,
Executive Committee.

Indiana Wheelmen Attention.

To conform to our New L. A. W. Constitution, as ratified at Baltimore and published in June 22d BULLETIN, page 160 and 163, it becomes necessary for our division to hold an election between July 15 and Aug. 15. Time being too short to hold a general meeting to adopt Election Laws. I have adopted temporarily, the "Election Laws of California, as published June 29 BULLETIN, page 188, with the necessary changes, viz:

Paragraph 3. Ballot must be sent to Josh Zimmerman, Sec.-Treasurer, Indianapolis, Ind., 139 S. Alabama street.

Paragraph 5. We are entitled to only 1 Representative. Don't send your ballots until you receive a copy of By-Laws, as recommended by Committee on Constitution and By-Laws," from the Sec.-Treasurer, which I want you to vote on. Nominations are now in order. Fraternally,

J. FRED PROBST,
C. C. Indiana Div.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 147—Total 95—10,490.

BOSTON, July 13th, 1888.

CALIFORNIA DIVISION—3—362.

San Francisco Bi. Club.

10696 Gray, H. P., 2925 Jackson st., San Francisco

Unattached.

19695 Searles, N. Jr., 1420 8th st., Oakland
19694 Stack, Jas. H., 151 Silver st., San Francisco

CANADA—1—9.

Detroit Bi. Club.

19736 Lamont, Jas. D., Chatham, Ontario

CONNECTICUT DIVISION—2—422.

Unattached.

19721 Strong, F. A., 130 Broad st., Bridgeport
19656 Stone, J. Wheaton, 30 Audubon st., New Haven

DELAWARE DIVISION—1—43.

Unattached.

19665 Shephard, Jesse L., Middletown

ILLINOIS DIVISION—13—640.

Fort Dearborn C. C.

19697 Berger, L. J., 3719 Langley ave., Chicago
19669 Butterly, John A., 2520 Calumet ave., "

Illinois Cycling Club.

19746 Brown, A. L., 464 Adams st., "
19747 Deming, E. H., 20 Hamilton ave., "
19748 Homer, F. M., 642 Monroe st., "
19749 Jackson, Dwight, 77 Madison st., "
19750 Oakes, H. N., 798 Jackson st., "

Streator C. C.

19657 St. Clair, W. E., Streator

Princeton Bi. Cranks.

19666 Anderson, John L., Princeton
19667 Greene, A. W., "
19668 Ohman, C. R. E., "

Unattached.

19671 Brodbeck, Arch, Marseilles
19670 Wilson, Grant, "

INDIANA DIVISION—2—184.

Ramblers Bi. Club.

19722 Edmiston, M. B., Marion
19723 Edmiston, W. C., "

IOWA DIVISION—13—146.

Unattached.

19733 Prichard, F. E., Cedar Falls
19672 Dixon, Chas., Cedar Rapids
19673 Hartshorn, A. L., "
19674 Hartshorn, E. C., "
19724 Bromley, R. C., 405 Walnut st., Des Moines
19725 Green, J. B., 711 Locust st., "
19726 Guilford, W. E., 1617 Grand ave., "
19727 Harter, A. J., 921 Des Moines st., "
19728 Hayes, Hez., 702 E. 5th st., "
19729 Hodgson, Alfred E., 200 W. Court av., "
19730 Scott, L. C., 205 Second st., "
19731 Shugart, W. J., Box 737, "
19732 Teetor, Mart, care G. W. Marquarett & Sons, Des Moines

KANSAS DIVISION—1—130.

Unattached.

19675 Hart, H. D., Galena

MAINE DIVISION—1—117.

Unattached.

19698 Tobie, Walter E., 15 Becher st., Portland

MARYLAND DIVISION—1—416.

Baltimore Cycle Club.

19699 Carroll, John Jr., 1 Mt. Vernon pl., Baltimore

MASSACHUSETTS DIVISION—9—1138.

Bay State Bi. Club.

19676 Murphy, T. H., Greenvale, Worcester
19677 Stone, C. M., care Mrs. Jos. Stone, "

Harvard Bi. Club.

19700 Rogers, Eliot F., Rockport

Norfolk Wheelmen.

19714 Olmstead, F. L. Jr., Brookline

Unattached.

19734 Olney, Allen E., 156 Bellingham st., Chelsea
19701 Swan, Allen W., 1103 Adams st., Dorchester
19658 Booker, D. H., 101 Timpson st., Lynn
19715 Crittenden, F. M., Box 317, Northampton
19716 Wotton, C. H., 18 River st., "

MICHIGAN DIVISION—8—270.

Port Huron Wheelmen.

19702 Baird, Richard, 301 Griswold st., Port Huron
19703 Major, Fred., "
19704 Meisel, G. Ernest, "
19705 Sullivan, Fred. M., "

Star Bi. Club.

19679 Gulley, R. E., 96 Jefl. ave., Detroit.
19678 Lovett, S. E., care Ives & Sons, "

Unattached.

19735 Cheever, Will S., 42 Madison st., Ann Arbor
19680 Drake, Ralph H., Coldwater

NEW HAMPSHIRE DIVISION—1—96.

Exeter Bi. Club.

19659 Tuck, Fred. B., Kingston

NEW JERSEY DIVISION—2—663.

Unattached.

19718 Richie, Robert J., 401 Kaighns ave., Camden
19717 Lowthorp, F. C. Jr., 152 Greenwood ave., Trenton

NEW YORK DIVISION—13—2215.

Hornellsville Bi. Club.

19661 Newsom, G. E., Hornellsville

Independent Bi. Club.

19662 Weissman, Albert S., 672 Broadway, N.Y.City

Medina Bi. Club.

19719 Eddy, Arthur, Medina

New York Bi. Club.

19682 Carlile, W. E., 2 College pl., New York City
19681 Watts, Geo. B. Jr., 30 Broad st., "

Riverside Wheelmen.

19660 Gambier, Edw. V., 109 West 62d st., "

Unattached.

19739 Munroe, C. K., Baldwinsville
19683 Coburn, A. M., 404 Sullivan st., Elmira
19684 Dey, Edwin J., Box 525, Johnstown
19686 Smith, Eli N., Box 771, "
19737 Coutan, C. A., 45 Broadway, New York City
19685 Ostrom, C. H., Mer. Natl. Bank, Poughkeepsie
19738 Cooke, Fred. E., Watertown

OHIO DIVISION—13—831.

Canton Bi. Club.

19687 Pfiefer, H., Canton
19688 Wise, Wm. J., "

Fostoria Bi. Club.

19712 Backenstos, P. W., Fostoria
19708 Enos, Geo., "
19706 Eshelman, L. J., "
19707 Gassaway, H. G., "
19710 Ghaster, S. L., "
19713 Johnston, G. E., "
19711 Klein, Henry, "
19709 Wiseman, Wm., "

Richland Ramblers.

19741 Tischler, J. J., Mansfield

Unattached.

19689 Tolley, H. D., Akron
19740 Holt, J. L., Mansfield

PENNSYLVANIA DIVISION—8—1320.

Lancaster Bi. Club.

19743 Eichley, Harry M., 310 S. Queen st., Lancaster
19742 Rose, David, 520 W. Chestnut st., "

Pennsylvania Bi. Club.

19690 Clark, Bernard, 1925 Vine st., Philadelphia

Unattached.

19691 Hill, James B., Canonsburg
19692 Shearer, Wm. E., Carlisle
19744 Wagner, Elmer E., 97 N. Hanover st., "
19693 Passmore, H. P., Oxford
19720 Paine, F. B. H., Lilac st., Shady Side, Pittsburg

RHODE ISLAND DIVISION—1—221.

Unattached.

19694 Gale, Chas. A., 277 Westminster st., Providence

TENNESSEE DIVISION—1—54

Unattached.

19693 Belden, Edmund, Bristol

WEST VIRGINIA DIVISION—1—31.

Unattached.

19745 Demaway, E. W., Wheeling

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2	48	Humber Light Roadster, new, Trig. Ball Head, B. P.	150.00	110.00
6	54	Humber Lt. Rdster, new, B. P.	145.00	90.00
8	56	Humber Lt. Rdster, new, B. P.	147.50	90.00
10	56 1-2	Humber Racer, B. P.	140.00	45.00
11	57 1-2	Humber Racer, B. P.	140.00	45.00
12	58	Humber Racer, B. P.	140.00	45.00
13	30	Ideal, new	25.00	18.00
17	44	Ideal Racer, new	45.00	36.00
27	56	Premier, Hollow Forks, Balls all around C. Hbars, nick. ex. Rims	142.50	58.50
30	58	Expert Columbia, '85 pattern, C. Hbars	135.00	45.00
31	58	Expert Columbia, '85 pattern, full nick. C. Hbars	145.00	58.50
32	53	Rudge Racer, C. Hbars, ball pedals	140.00	40.50
37	50	American Club, nick. ex. Rims	150.00	67.50
40	48	American Club, Balls all round, Lillibridge saddle, nick. ex. Rims	145.00	54.00
43	54	American Club, nick. ex. Rims	155.00	67.50
44	54	American Club, Balls all round, nick. ex. Rims	150.00	67.50
45	52	Duplex Hollow Forks, balls to both, full enamelled,	125.00	40.50
47	54	Victor Light Roadster, '87 pat. good as new, ball pedals	135.00	85.50
50	59	Spalding	150.00	54.00
50a	50	Yale, nick. B. B. and Forks, Double Grip Handles, Balls both	140.00	63.00
54	36	Kangaroo. Balls both, new rubbers	140.00	36.00
58	40	Humber Cripper Tricycle, bran new, latest pattern	180.00	160.00
58a	40	Humber Cripper Tricycle, Hollow Rims, Ball Pedals	180.00	85.50
59	40	Humber Cripper Tricycle, good as new, latest pattern	180.00	135.00
61	40	Humber Racing Tricycle, weight 48 lbs., elegant road machine	180.00	67.50
62	36	Humber Racing Cripper, weight 38 lbs., do for light road use	180.00	81.00
63	40	Sparkbrook Cripper Tricycle, 26 lbs., steerer, fine order	180.00	76.50
64	44	Traveller Tricycle, for gentlemen only	180.00	67.50
65	48	Victor Tricycle, 1886 pattern	125.00	58.50
66	50	Columbia 3-Track Tricycle	160.00	45.00
74	46	Metor Tandem Tricycle, strong, durable machine	225.00	67.50
75	46	Metor Tandem Tricycle, strong, durable machine, fine shape	225.00	90.00
77	34	Gendron, new	19.00	9.00
80	48	Victor, 1886 pattern, fine order	122.50	67.50
84	52	Victor, 1886 pattern, fine order, Lillibridge saddle	127.50	76.50
85	54	Victor, 1885 pattern, fine order	130.00	76.50
86	54	Victor, 1885 pattern, fine order, Nick. backbone and forks	140.00	81.00
87	54	Victor, 1886 pattern, fine order, Nick. backbone and forks	140.00	76.50
90	52	Expert Columbia, 1884 pattern, Nickel all over.	145.00	67.50
91	52	Expert Columbia, 1885 pattern, Nickel all over, C. Hbars, ball pedal	145.00	67.50
92	52	Expert Columbia, 1887 pattern, Nickel all over, Spade handles, new	145.00	100.00
93	54	Expert Columbia, full nick. C. Hbars, ball pedals	147 50	67.50
94	53	Columbia Light Roadster, 1886 pattern	147.50	67.50
97	50	Light Rudge, Nickel B. B. & Fks., Ball Ped	145.00	54.00
98	52	American Rudge	110.00	58.50
99	56	Light Rudge, Ball Ped.	147.50	67.50
102	52	Harvard, Nick. B. B. & Fks., Balls both, Hollow new tires, Lillibridge saddle	147.50	54.00
104	54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle	135.00	58.50
105	54	American Club, Nickel, except Rims, C. Hbars, Ball pedals	147.50	67.50
106	54	Coventry Champion, Hollow forks, Balls to front, new tires	115.00	45.00
107	56	British Challenge, nick. except Rims, Balls to both, Dropped Bars	147.50	58.50
108	60	Coventry National, Nick. except Rims, Balls all round, Hol. Rims	160.00	40.50
109	42	Standard Columbia, Balls to front, A1 order	90.00	30.00
110	48	Special Star, latest style, equal to new	115.00	67.50
111	50	Standard Columbia, old style, good, strong machine	90.00	30.00
112	50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad	125.00	35.00
113	50	Standard Columbia, nick. ex. wheels, balls, drop bar	110.00	35.00
114	50	Humber Light Roadster, fine order, Ball pedals	140.00	70.00
115	50	Sparkbrook, splendid order Ball pedals	125.00	80.00
116	32	Rover Safety, fair order, Ball pedals	140.00	60.00
117	51	Special Star, Balls and Rollers, Hollow all through, fine	142.50	75.00
118	55	Light Rudge, Ball ped., nick. except wheels, Lillib. saddle	147.50	60.00
119	56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1	145.00	70.00
120	44	Humber Tandem, Crypto-Dynamic, 2-speed gear, fine order	325.00	160.00

Every machine on this list is warranted sound and in perfect riding order. Machines will be shipped C. O. D., by freight or express, with privilege of examination on receipt of an amount sufficient to cover transportation charges, which amount will be credited on the price of the machine.

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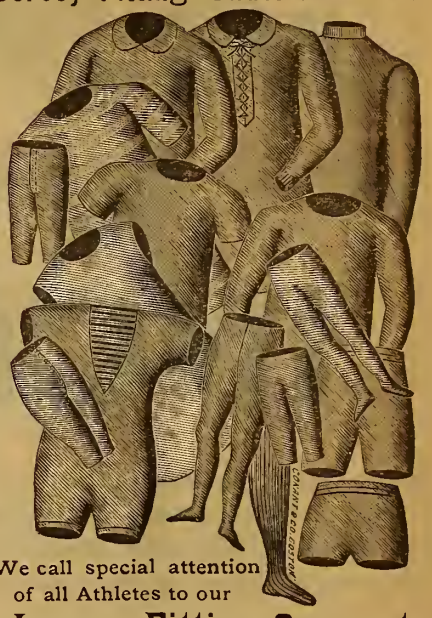
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is the increase of Safety riders, and yet not so remarkable when one considers the perfection reached in the construction of this style of bicycle, and the undeniable fact that there are many old as well as prospective riders who prefer the Safety type of machine; and this number shows an

INCREASE IN

nearly every section of the country. Attention is called to the Veloce Columbia, new this season, a Rear Driving Safety of the most improved pattern, combining the best features of other Rear Driving Safeties, with many original improvements and additions, including easy and true steering and the improved Kirkpatrick saddle, which all

SAFETY RIDERS

appreciate. A fully illustrated description of the Veloce is found in the Columbia Catalogue. The Veloce has not been extensively advertised this season, simply because an unprecedented number of orders have made it, up to this time, impossible to fill orders with our customary promptness All orders for the Veloce, as well as for other styles of Columbias, will now receive immediate shipment.

THE MOST COMPREHENSIVE CYCLING CATALOGUE FREE.

POPE MFG. CO., GENERAL OFFICES, 79 FRANKLIN ST., BOSTON.

BRANCH HOUSES: 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 20 JULY, 1888.

Volume XVII.
Number 12.



SPECIAL.

All Advertisements in this Department 20 cents a line.

CLEARANCE SALE—Rudge Crescent Tandem, '87 pattern, $140; Humber Tandem, $100; Marlboro' Tandem, $175; all these machines guaranteed good as new. 53 in. New Mail, shop worn, $100. Some second-hand Cyclometers very cheap. Send for second-hand list and illustrated catalogue. Bicycles from $30 up. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.

ON EASY TIME PAYMENTS—To responsible parties we will sell bicycles of any grade. Write for catalogue and particulars. ST. NICHOLAS MFG. CO., 177 Wabash ave., Chicago.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash $40. 4 Rudge Tandems, perfect condition, $65. Humber Tandem, most new, $125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, $175. CAPITAL CYCLE CO., Washington, D. C.

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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.



CARTER'S
Foot Rest,
FOR THE STAR,
For Easy Coasting.

Price, $1.00. Send to
HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.

THE NATIONAL A HIGH GRADE BICYCLE.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

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Of all kinds a specialty. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. Diamond Badges $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S
JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

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SEE OUR LISTS.
HART CYCLE CO.,
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THE STRONGEST KNOWN
Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. Price, 25 Cents. Don't wheel without it.
T. McDONOUGH, 12 Pearl Street, Boston, Mass.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE VERY CHEAP—Humber Tandem, in perfect order; correspondence solicited. J. W. JOHNSON, 3600 Market st., Philadelphia.

54-INCH Champion Roadster; ball bearings; new; taken in trade. $75.00 S. W. KIRKLAND, Brattleboro', Vt.

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WANTED—52-inch Bicycle, crank, closed head ball bearings to front wheel; must be cheap for cash. H. H. BROWN, Wappingers Falls, N. Y.

SACRIFICE—Best offer over $20 takes a Buffalo Home Trainer. Address FRANK M. DAMPMAN, Honey Brook, Pa.

FOR SALE—Two 56-inch Experts, '86 pattern; both A1 condition; $70 and $80 respectively. (The $80 wheel as good as new.) 52-inch Rudge Racer, $50. Address C. E. TICHENER, Binghamton, N.Y.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—$150—A Marriott & Cooper Humber Tandem Tricycle, in good order. No. 11,466, 103 Walnut st., Philadelphia.

52-INCH, full nickeled Expert, with sundries Less than one-half list price. I. COHN, Bradford, Pa.

QUADRANT TRICYCLE—Nearly new; must be sold at once. Cost $185.00. Offered very cheap. WM. HOMAN, 440 Water st., New York.

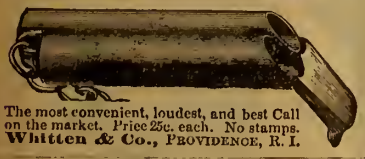
FOR SALE—A genuine Beeston Humber Tandem in first-class shape; 1887 pattern; ball bearings all but pedals; *sacrificed* for $125; cost new $260; reason for selling, no time to ride. Address J. E. SEARLES, Little Falls, N. Y. Will send for inspection.

FOR SALE—Coventry Rotary Tandem; used but little; in fine condition. Best offer over $115. Address J. C. E., No. 9 Bank of Commerce Building, Providence, R. I.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $60; 52-inch British Challenge, $40; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

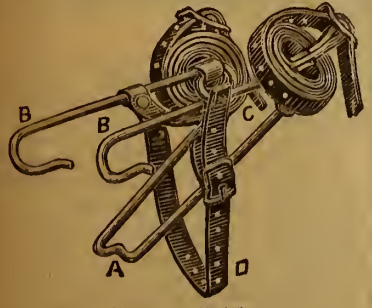
FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

The BEST BICYCLE WHISTLE.



The most convenient, loudest, and best Call on the market. Price 25c. each. No stamps.
Whitten & Co., PROVIDENCE, R. I.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 3 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

C. H. SMITH,
249 Woodward avenue, Detroit, Mich.

FOR $40

YOU CAN BUY A RUDGE RACER

We have on hand a few **New Rudge Racers,** which we will sell for **$40.**

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for $25. First come first served.

Address

STODDARD, LOVERING & CO.,
148 Congress Street, BOSTON,



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. **50c. each.**

CUSHMAN & DENISON,
144 and 146 Greenwich street, New York.

$3.00 Per Pair.



$3.00 Per Pair.

TOULMIN'S BUFFALO BICYCLE SHOE

is the only Genuine Kangaroo Shoe ever sold for **$3.00** Per Pair.

All other $3.00 Sicycle Shoes are **Not Kangaroo,** but cheap imitation.

Liberal discount to club and Bi. Agents.

Send for Circular and rules for self-measurements.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

JOHN HARRIOTT,
MANUFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

THE BICYCLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

First Annual Race Meet

—OF THE—

BINGHAMTON

Wheel Club

AT RIVERSIDE PARK,

THURSDAY, AUG. 2d, 1888.

RACES AT 2.30 P. M.

A SPECIAL RACE

Between Miss Jessie Oaks, Champion lady rider of England, and Miss Elsie Von Blumen, champion of America, for a purse of $150.

Greatest Race of this kind ever held in this Country.

Entertainment at the Opera House in the evening. Excursion rates on all railroads entering the city.

Entries close July 30, 1888. Address all communications to

W. F. SHERWOOD,

BINGHAMPTON, - - N. Y.

TWO TRIPS TO THE EMERALD ISLE, by that well known wheelman, A. J. Wilson ("Faed"). A charming little book, giving the author's account of a "Racing Trip to Dublin" and a "Touring Trip to Killarney. When we say that George Moore did the illustrating that will convey to the cyclist's mind that they are well done. The narratives are delightfully told, and the book should find a resting place on every cyclist's table. Price, postdaid, 45 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark. N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Not a Broken Backbone Last Year!

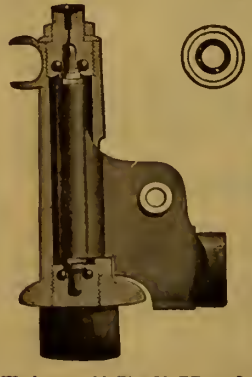


The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

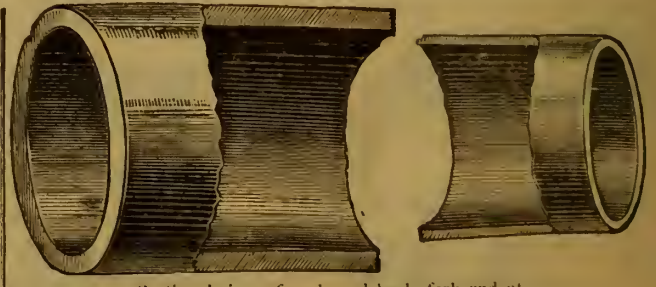
Sure 'tis a Trigwell Ball Head Year!

Specialties Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

THE BICYCLING WORLD
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 JULY, 1888.

A CHANGE must have come over the spirit of the dreams of *Bicycling News*. It accepts Rowe's records and booms the Buffalo tournament, all in one issue; and yet we have not heard of any excessive meteorological disturbances or earthquakes in England. When we saw the issue alluded to we rubbed our eyes, stuck pins into our tender flesh, and finally had recourse to a strong magnifying glass, in order to assure ourselves that we were not asleep and that our eyesight was in its normal condition.

FOR the edification of our readers we reprint an article which appeared in a recent number of the *American Athelete:*

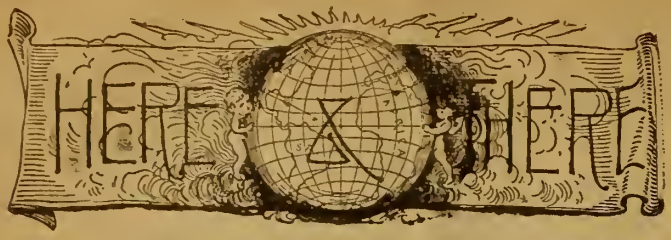
"What the League seems to need is a President with a little less dignity to support, or one better able to command respect. At the Baltimore meet Kirkpatrick was as mad as a wet hen because he was not treated with the deference due to his exalted position. At the smoker Tuesday night, when some of the wheelmen grew a little boisterous in their fun, Kirk arose in wrath and said the police ought to be called in to preserve order, and this in spite of the fact that as soon as they were spoken to the boys at once subsided. But the last straw was placed on the Presidential shoulders at the Bay Ridge supper Wednesday night. A table had been reserved at the pavilion for the President and a few of the most prominent officers, and another table for the Pennsylvania Club. In the rush of 1,200 hungry wheelmen for seats these tables were both appropriated. The Pennsylvania Club waited quietly until the tables had been vacated and made ready for them. Our worthy President, however, was furious at the indignity, as he chose to interpret it, and was heard to assert that if he had any influence in the framing of the new By-Laws there would never be another general meeting of the League. Not content with taking all legislation out of their hands, he now wishes to prohibit their coming together as a body for social purposes. Of course, it was all very naughty and all that for the rank and file of the League not to bow down and let him walk over their prostrate bodies, but would it not be more comfortable and, on the whole, more enjoyable to allow this Grand Mongul to stay at home next year and allow the wheelmen at large to enjoy themselves in freedom? To our mind a machine-made President ought to be satisfied with having obtained the office, without demanding or expecting too much deference."

Now the above is an unfair and uncalled for attack, and it places the *Athlete* on record as being in favor of hoodlumism. Instead of being taken to task for trying to bring certain ill-bred members to a sense of decency, he should be commended for his well meant and very proper efforts. This article speaks very lightly of the so called "fun" (?), and asserts that the "boys subsided after being spoken to." This last statement is not a fact, on the contrary the noise increased until it became "Hades let loose," as an eye witness (not an officer of the L. A. W.), stated. As for the incident of the table reserved for the President and appropriated by others, we leave that episode for the "rank and file" to cogitate upon.

WE print below in *extenso* an article taken from *Bicycling News* on Rowe's records. Italics are ours:

"In course of time we shall doubtless educate our American contemporaries up to the task of checking records claimed, and affording the enquirer all the necessary data to prove their genuineness. Last week we gave two quotations from the American cycling press illustrating 'How to do it," and 'How not to do it.' The *Wheel*, after a preface of unnecessary and useless abuse, published a number of clear and explicit statements, giving evidence as to the times accomplished and the precautions taken to secure accuracy. The BICYCLING WORLD, on the other hand, made the calm announcement that Rowe had ridden a quarter mile in thirty-three seconds at Coventry—a statement utterly at variance with facts, which would have been discovered on the slightest and most superficial investigation. Under the circumstances revealed in the latter case, we may fairly ask, 'Were we wrong in asking for further evidence in support of Mr. Rowe's records, and does not this instance show that we were not so insane as some people suppose when we failed to regard the mere fact of publication in the columns of an American paper as proof positive that the alleged records had been fully investigated, and were worthy of credence?' *Turning to the statements we published last week, we consider that they fully substantiate the records claimed for Mr. Rowe, as they are full and explicit in every way.* When we are afforded proper evidence, such as they supply, and not merely told that 'Manager So-and-so informs our Spryville representative that the day before yesterday Mr. Slow made the mile in 2m. 20s.,' we shall be ready, as we are now, to accept the times recorded."

We are overwhelmed and completely dumbfounded. The impossible seems to have been accomplished, and Hillier accepts the records, but he backs down with a poor grace. Thanks are due Editor Prial as being the means of knocking some sense of propriety into the head of our worthy fellow editor. We say he backs down with a poor grace because of the unfairness evident in the first paragraph, and because of the absurdity of dragging in again Rowe's claim of thirty-three seconds for the quarter at Coventry as a reason for doubting the Springfield records. The position taken by *Bi. News* that we have only just come into possession of the facts necessary to establish these records is false, and utterly without foundation. At the time the records were made the names of the officials were appended and they "checked the records" in a way that was satisfactory to us and in a manner which has not been strengthened by the subsequent letters published in the *Wheel*. The back down is so unmanly, so weak and worded in so peevish a way as to take off the value of the acknowledgement. We could write a couple of pages, picking to pieces the above masterpiece of purility, if we felt that our readers could stand it. Suffice it to say that *Bi. News* backs out through a very diminutive aperture, and in view of the present attitude of *Bi. News*, we can only say "thank you for nothing."



NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

On the 11th inst. I received a very pleasant call from Mr. I. L. Sawtelle, of Wellington, Ohio, a large town about 50 miles southeast of Cleveland, who started on June 30th for a tour through the Eastern States, in company with seven others, who were to be dropped on the road to Niagara. The run to Cleveland was made early on the 30th, and 20 miles farther before night. Girard, Penn., was reached on July 1st: Northeast, Penn., on the 2nd: and the 3rd and 4th were spent in riding to Buffalo, N. Y., and seeing the town, from whence he rode on the five to Syracuse, and took train to Herkimer. On the 9th Mr. Sawtelle rode to Albany, and being caught by the rain, stayed there over the 7th and 8th, and came to New York by the day boat on Monday, the 9th. Mr. Sawtelle left here on Friday for Philadelphia, via the route of the great century, for Philadelphia, Wilmington, Baltimore and Washington. He rides a Star and is recommended to the tender mercies of brother wheelmen.

A. J. Menge, Riverside W., promises to blossom out as a sprinter on the track.

The Manhattans look well in their white helmets, which serve well to distinguish them at a distance.

"New York's two handsome Captains," Metzger and McFadden, are receiving the congratulations of their friends.

The Manhatten B. C. will hold a reception tonight at their club home on West 70th Street, to-day being their anniversary.

Music in the Mall, Central Park, last Sunday attracted a large number of wheelmen and one or two ladies, the latter per tandem.

The Riverside Wheelmen now number nearly 40 members. Their club house is conveniently situated on the corner of the boulevard and 108th street.

The new club house of the New York Bi. Club is nearing completion. The roof is now on, and the beauty of the architecture is apparent, especially as regards the pillared balcony.

A grand hop will be given at the new Massapequa Hotel, at South Oyster Bay, on Saturday evening, July 28th, and a good many of the Brooklyn boys are getting up a party to go down.

The Huntington Bi. Club will hold a race meeting on the trotting track near Huntington on the 27th inst. The track is a mile in circumference, and the boys are putting in a great deal of practice in anticipation, especially Sam and Charlie.

The Independent Bi. Club is a new organization numbering twelve members, with headquarters at No. 2 East 80th Street, and is the only club east of Central Park. Their uniform is bluish gray and they intend joining L. A. W. as a club soon.

Messrs. Monell and Kreger, of the Long Island Wheelmen, made centuries down the island to Patchogue on Sunday last, the former riding from Brooklyn to Patchogue in five and one-half hours. The former made 106 miles, and the latter 130 miles.

Messrs. Barkman, Allen, Class, Adams, Coningsby and Fuller, of the Brooklyn Bi. Club, took a little trip up as far as Trivoli, N. Y., twenty-eight miles above Poughkeepsie, on the night boat last Saturday evening. Breakfast at Poughkeepsie, down the river to Fishkill, Newburgh, West Point, and by train home was the programme.

The Universal Cycling Club now numbers nearly fifty members. The club room is situated at No. 78 Tillary St., Brooklyn. The members are enthusiastic wheelmen and always turn out in large numbers. They had fourteen out on the Fourth of July run to Babylon, and are now preparing to give a moonlight excursion to their lady friends.

Lieutenant Metcelk and Mr. Borland rode from the Plaza to Patchogue on Sunday, July 8th, in five hours and forty-five minutes, going down without a stop except at Babylon. Ninety-two miles were made before dinner at the Massapequa, from whence they returned with the rest of the Brooklyns who had taken dinner at that hotel. The round trip amounted to 124 miles.

At the Flushing Athletic Club, to-morrow, the Mercury Wheel Club will receive its many friends. Two races will be given; a 9 lap (1 4-5 mile) team, relay race, and a one-mile novice. The former is an invitation race, and the latter costs 50 cents for an entry. Handsome prizes will be given. Refreshments after the races, music in the evening and a moonlight swim later. As the home nine will be away on that day, we will get up two scrub nines, with Billy De G. for umpire, probably. Arrangements have been made to keep those who come to stay all night at the College Beach Hotel, College Point. Various runs are projected for Sunday, the 22nd, and choice can be made between Huntington, Babylon, Far Rockaway, etc.

MINNEAPOLIS NOTES.

"VERNON."

The Minneapolis Bicycle Club on the 12th took a fourteen-mile spin on their regular Thursday night run. They went to Diamond and Pearl Lakes, Richfield, and from Richfield they rode over to the Pavilion at Lake Harriet, which has just been built, and listened to some fine music by an excellent band. Lake Harriet is getting to be a great pleasure resort. From three to five thousand may be seen there almost any night. Trains are run every twenty minutes from town. While out at the lake we met Mr. Slater and Mr. Steen, of Chicago. Mr. Steen is a member of the Illinois Cycling Club. They are here to attend the photographers' convention. We regretted that they did not bring their wheels with them, as we could have shown them some very fine roads.

E. A. Savage was out on the club last Thursday night, for the first time in many "moons." The query among his friends is "how did *she* happen to let him off?"

While C. R. Aldrich and Geo. Bartlett were riding the Rudge tandem up Nicollett avenue the other evening they ran into the curbing and were both thrown off the machine. Bartlett's hand was cut quite badly.

I wish that Minneapolis wheelmen would brace up and invite the League to hold their next meeting in this beautiful city. We have so many lakes and fine roads around us that I am sure nobody would be disappointed, unless they were habitual grumblers.

League members already have begun to talk about who is to be our next Chief Consul. It is understood that Chief Consul Heath will decline to run again. We will be sorry to lose him, as he has always looked out for the welfare of the Minnesota wheelmen.

All our flyers are in hard training for the races to be held here 25 July. Harry Lacor, the "heavy weight" of the club (95 pounds), looks to be in good shape, and our racing men had better look out for him. "Suspender" Leachman is also in hard training for a match with our worthy President Parly. It is stated that Leachman chewed up a box of Tutti Frutti last week while training. E. J. Hale and Chas. Barwich keep on riding and do not say a word. I would repeat the warning, look out for a dark horse in the races. I believe he rides a 54-inch New Rapid, and goes out to Lake Harriet every night to train.

NEW ENGLAND.

"THE JOTTIST."

The Cambridgeport Bicycling Club started last Saturday on the schooner Fleur-de-Lis thirty strong, for a trip of fifteen days to remote Eastern places of interest. They will first reach Mohegan, Me., and from thence will proceed to Grand Menan and Digby, N. S., and thence to St. John, N. B., stopping a few hours at Annapolis and one day at St. John. Mt. Desert will next be visited, where points of interest will be inspected. Leaving Mt. Desert the party will proceed to Deer Isle, and through Fox Island Thoroughfare to Vinal Haven, where the extensive stone quarries and works of the late Governor Bodwell will be visited. The journey will then be continued to Town's End, where the night will be passed. Leaving here the excursionists go to Biddeford Pool, from which point they will start for home, reaching here on the thirtieth.

Pack your gripsack and get ready to start for Martha's Vineyard August 2d, 3d and 4th.

The Springfield Bicycle Club have organized its orchestra. There are now eight members.

DUCKER stopped over in Springfield to see if he could talk the club into holding a tournament there this fall.

THE Boston Bicycle Club will repeat its outing to Great Head. The members will be the guests of the Great Head Yacht Club.

THE weather in the Eastern and Middle States has been superb for wheeling during the past month, and it has been taken advantage of to the fullest extent.

SPRINGFIELD riders are rather prone to doubt the time made by Burnett of South Hadley in the race from Holyoke to Springfield. The distance is fully 8 miles over rather heavy roads; the time claimed is 22 minutes.

IT is now very doubtful whether Lynn will have a cycle tournament this year. Arrangements for a race meeting July 28 were nearly completed, when it was discovered that the grounds were engaged for a base ball game.

WHEN the cinder path covering sandy portions of the road between Northampton and Holyoke (Mass.) is finished the bicyclists desire to celebrate by having a picnic at Mt Tom. About the last of this month they think the event will happen.

MR. J. H. HULSE of Northampton, Mass., called on us last Tuesday. He reports progress on the Northampton path. "We are working on it," he said, "and we are going to complete it although we have encountered unexpected difficulties."

WE hear that the name of Mr. E. B. Coleman of Cambridge is to be proposed as candidate for Representative from the Second Massachusetts District. From what we hear of Mr. Coleman we judge him to be a good man, and we sincerely trust the returns will show his election "by a large majority."

LAST Saturday it was an inspiring sight to witness Mr. J. B. McCune, President of the Springfield Roadster Co., essay the ascent of Corey Hill one time. Through the machinations of Dr. Emery and Drummond(both of whom it is suspected had large amonts on the hill and against the rider), Mr. McCune failed to get there.

AS Mr. William Small of Dexter, Me., was riding home from Garland, Me., he was attacked by a large dog. The brute caught Mr. Small by the heel dragging him to the ground and lacerating the lower part of his leg terribly. The name of the owner of the dog, is T. J. Fogg. We have not heard if Mr. Small has commenced action, but we sincerely hope he will.

THE members of the Rhode Island Wheelmen, Providence, have not been idle this season, as shown by the mileage of seventeen members (all who have a complete cyclometer record), 15,727 3-8 miles. Treasurer H. L. Perkins heads the list with 1590 miles to his credit since April 1st. W. W. Hudson's 1196 1-2 miles for June is ahead of the 1050 of Mr. Nisbett, of the New Yorks. Until someone goes these figures better, they claim the June record for him.

THERE were but a few spectators who saw a bicycle following a vegetable wagon on the river road, West Springfield, last Saturday. The horse has a bad habit of stopping suddenly when it changes from a trot to a walk, and when it made the change a much disgusted wheelman gathered himself up out of that wagon and from among the cabbages therein. Luckily no very serious damage was done, but that man will not ride hereafter very close to a team in front.

L. A. W. 18928 writes us; "I notice an item in your last issue giving the one mile record for the State of Maine as 3.20.

I am not aware that this time has ever been made and do not think it has. I claim the one-mile amateur championship of my State, having ridden in every race that I have ever heard of and winning them all. My best time was at Hartland, Maine, July 4th, 1887 which is on record as one mile in 3.26 3-4.

If any one has written you that they can ride a mile in 3.20 I should like to know their name, and they may consider themselves challenged at once. Unless the 3.20 item can be verified, please let this correction appear in you next issue."

NEWS AND COMMENT.

FROM a good many sources we have received words of encouragement for our efforts in attempting to suppress hoodlumism. In one or two instances we know of clubs which have taken a decided stand and are making it very properly unpleasant for the members who have made themselves conspicuous by their ungentlemanly behavior. Our action in this matter is not a mere spasm, but it is the inauguration of a steady campaign against hoodlumism in the ranks of the L. A. W. and among cyclists generally.

THE lady's bicycle has appeared on the streets of Rochester, N. Y.

ALL the makers and importers will be represented at the Buffalo exhibition.

COLORED caps will be used to identify riders at the Buffalo tournament instead of numbers.

MR. DUCKER has been in town for the past three days, booming his tournament and making arrangements for special rates from this section to Buffalo and return.

MR. JNO. A. WELLS aspires to the distinction of being a fast road riding tricyclist. He is the possessor of a racing Quadrant, which he believes will stand the wear and tear of road racing.

THE following named Nashville, Tenn., riders, Messrs. Jo. Northern, James Lillie, Ed. D. Fisher, and C. R. Vanderford, rode 108 miles straight away in twelve hours, actual riding time. This is the first straight-away 100-mile ride ever made in Tennessee.

WHEELMEN can get the best accommodations for one dollar and fifty cents a day at the Prospect House, Lugoon Heights, Martha's Vineyard, for the coming Massachusetts Division meet, by applying at once to J. W. Thompson, Proprietor, by letter or telegram.

WE sincerely wish Mr. Prial success as official handicapper of the League. It is a thankless office, and a very difficult one to fill. We think there is no one in the country better fitted for the position than Mr. Prial, and we hope his earnest efforts will produce the most satisfactory results.

THEY are going to try a new kind of pavement at Burlington, Iowa. The pavement consists of a course of macadam upon which will be laid four inches of sand and then a course of common brick laid flat. Upon this will be placed the top course of hard brick properly bedded and set on edge.

FRED FOSTER won some medals in Canada, July 2d. These medals were sent to him in the United States by express, but the duties charged exceeded the value of the medals, and so Frederick refused to receive the medals. In these days of free trade and protection controversy, this item may be of peculiar interest.

THE most economical trip on record is that made by R. L. Raynor, who claims he rode from Chicago to New York at a total cost of $5. He says he cooked his own meals. This is one of the phenomenal achievements one hears of once in a while, but which one can believe or not as his bump of credulity will permit.

WE received a postal from Mr. T. J. Putnam, of Washington, giving the sentence of the court in the case of Chase, who ran down Prof. Paul, as thirty days in jail and $200 fine. We reported last week that the jury found him guilty of manslaughter. The sentence as reported—"thirty days in jail and $200 fine"—seems very trivial for an offence like that.

THE Buffalo track will be ready for training purposes the last of this week. The finishing touches will be put on and the track constantly rolled and sprinkled from this time on to the day of the opening. Four horses have been purchased by the management to be used for no other purpose than that of sprinkling and rolling the surface. Money and pains will not be spared to make it the finest track ever ridden over.

THE track at Scheveningin, Holland, is constructed on a novel principle. Bricks laid edgewise on a loose foundation of ordinary earth made level, then broken bricks and other loose material is laid on top, after which an even top surface of fine burnt cinders and brick dust is placed on. The corners are raised fully three feet, and as they are much wider than the ordinary corners of quarter-mile tracks, it is expected this new Holland track will be a record one. The Amsterdam track is built of a peculiar white cement, and is very smooth and fast.

THE reason given by an exchange that the Rover type of bicycles will be excluded from races with ordinaries at the Buffalo tournament because the management desire to "ensure the safety of riders on ordinary wheels"—is ridiculous. The true reason is because they are a different "class" of machine. Might as well race sloops and schooners or canoes and shells in the same class. It is not a question of safety, it is a question of class, although in England the two types have been allowed to start in the same race, we do not think it a good precedent or one to be followed.

THE sight of a pretty girl must have a very serious effect on the youth spoken of by the New Haven *Union*, if the following item be true: "We have been told a story on a certain bicycle rider in New Haven that is said to be true. His temper is easily ruffled, and nothing makes him so angry as to take a header. A while ago, while in the act of taking off his hat to a couple of ladies he took a header, and upon picking himself up he began kicking the bicycle

in a furious manner, much to the amusement of the young ladies as well as many other lookers on. The result was that he bent half the spokes in the big wheel out of shape and it cost him in the neighborhood of two dollars for repairs. Last Sunday he took a run with the boys, and while watching a country maiden who was driving some cows he ran into a ditch. Again he picked up his machine and started to kick it, but remembering his last experience, he dropped the machine and picking up a club began to hammer the fence. After knocking two boards off, and swearing enough to tear down a whole house, the farmer came out and made him pay fifty cents for damages done the fence."

TWO YEARS' EXPERIENCE IN THE AUSTRALIAN COLONIES.

I CANNOT let this mail go from Sydney without penning a few lines to your world-wide cycling paper. I have now been here two weeks over two years, and taking everything in consideration it is a grand country, following in the footsteps of the great U. S. A. For sport in the shape of horse racing it is unparalled, but other branches come in for a large amount of patronage, among which comes my favorite one, "cycling," but this, dear editor, is far from what it ought to be, owing to the strict amateur rules now in vogue. I speak first of the New South Wales Cycling Union which it appears is doing far more to injure the sport than any other of the Australian Unions (note the letter enclosed from the Hon. Secretary.)

My experience in Melbourne, Victoria, gave me a much better impression that the wheel was liable to gain more popularity than any other colony in Australia. The cyclists of Victoria enter into the sport with good hearts determined that no fault will be thrown on their shoulders from lack of energy (the circular of the race meeting I enclose will verify my remarks.)

The principal wheels used here in racing are Humbers, Rapids, Clubs, Rudges and various others, whilst in road riding, nearly all the English makes are imported. Only one genuine maker is in Australia, and that is Mr. H. Bassett of Melbourne, and a better mechanic I have never met for this particular line; he has made a bicycle for me that has given me just cause to give him credit for his skill. A better bicycle for the burlesque business I have never ridden before—have only seen two Columbias, one Star and two of American Light Champions. The Safeties are rapidly becoming popular; roads in Australia are only good near the towns and cities: in the country districts they are similar to American roads.

There has been a great roller skating craze for the past eighteen months and it is still continuing. A Baltimorian has amassed the sum of $100,000 out of it, and sails to-morrow to see how China and Japan like the idea of skating.

I ran a six-day bicycle contest last year in Melbourne; it proved a success both financially and otherwise. I purpose holding another one as soon as a suitable place can be had; one great drawback to it is that there is not a hall or a building in the whole of Australia that will measure less than ten laps to the mile.

It is midwinter here now, but the weather is just like the spring in Boston, so the wheel can be kept running all the year round.

The well renown athlete, L. E. Myers of New York, was given a benefit in Sydney here last Saturday; he has not met with the best of success, although the Australians admire his pluck and straight running. He has made many friends, and will have a good send off as he is leaving these shores on the Zealandia to-day for San Francisco.

If it is possible it is my intention of getting the best four all-round cyclists in Australia and pitting them against the English cracks. This will of course take a little time, to find out the best ones, and it will be 1889 before it is accomplished.

The Great Centennial Exhibition to be held in Melbourne some time in October bids fair to eclipse the Paris exhibition. Every available space has been allotted, and if they had 1,500,000 more feet it could be used.

I received a letter from "Senator" Morgan, who, it appears, has livened cycling up in England. I think it would not be worth his time and expense of bringing out a team here for some to come yet. After my trip to New Zealand, which I anticipate taking in a short time, I will be pleased to give you an idea of cycling there. Shall return here to Sydney, as I have taken a large hall for seven months, made extensive alterations, putting down a patent American asphaltum floor, etc., for a roller skating rink. Although we have great opposition our floor is much appreciated and business is good. In conclusion I may add that since being in Australia I have chosen a companion in life, and have just been presented by Mrs. R. with a little stranger (a daughter). Both are doing well. With kindest regards and best wishes to all my old acquaintances, I remain,

Yours, etc., F. S. ROLLINSON.

Sydney, N. S. W., June 13, 1888.

MR. WELLS TO MR. HARRIS.

Editor Bicycling World:—I was somewhat surprised at Mr. Harris' challenge to me in your paper of the 6th inst., as I do not know what I have done to call it forth.

While I do not doubt that Mr. Harris has plenty of "metal" (brass?) in his composition, I would like to bet him an oyster supper that I have more genuine Yankee blood in my veins than he has in his. My direct ancestors on one side of the house came over in the Mayflower, and on the other side descended from old Connecticut stock.

I was not aware that I had ever been defeated by a Springfield Roadster. If Mr. Harris refers to Shurman's record on Eagle Rock, I do not consider that a defeat until he beats my time on that hill, or until I fail in an attempt to climb that hill more than twelve times. I was under the impression that I had beaten Mr. Harris once in a road scorch, but as I was then on a "specially constructed Star" I am willing to try it again on another mount.

Mr. Harris specifies that I shall not use a "specially constructed Star," and as he has asserted that the only Star I own is a specially constructed one this will force me to use another machine. I cannot afford to buy a new machine for this race. I have always paid full price for all my Star bicycles, and do not have a whole factory to select from free of cost as Mr. Harris does. Under the circumstances, I will therefore ride a *tricycle* against "the combination P. M. H. and the S. R.," which will make the contest more nearly equal.

As the challenged party I will select Lancaster pike as the battle ground, and would prefer a ten-mile road race, although I am willing to consult Mr. Harris' wishes in the matter in regard to distance. I would suggest that the loser present the winner with a $50 gold medal.

I am very much obliged to you, Mr. Editor, for your kind foot note to Mr. Harris' challenge. Yours very truly,

Philadelphia, July 16, 1888. JOHN A. WELLS.

WHY THAT SPEECH WAS NOT MADE TO PRESIDENT CLEVELAND.

Editor Bicycling World: IN the BICYCLING WORLD of June 29 you said that the idea of making a formal address to President Cleveland on the occasion of the visit of the League to Washington was a "good one" and you were "sorry it was allowed to slip by," believing that "the moral effect might be good." As the one who suggested the idea it is refreshing to observe such views coming from an authority as high as the WORLD. That the idea was "allowed to slip by" was the fault of the leading officers of the L. A. W., especially President Kirkpatrick, but whether they had not been driven to neglect the opportunity by the rank and file of the membership is another question. When President Kirkpatrick met the boat excursionists at Annapolis, the "idea" was presented to him, and he was urged to make the address. "Oh, no, no, I won't do any such thing," he replied. "They have arranged to meet the President at 4 o'clock and that is all there is to it. There's going to be no speech making." He was then shown the benefit that would accrue to the wheel if a few remarks in presentation had been made, sufficient to call out from the President a tribute to the organization on the sport. Mr. Kirkpatrick was made to see that the President might not be loath to say a pleasant word to represent atives of nearly 10,000 voters. Kirkpatrick, when he saw these things then declared that the President wouldn't receive any such address. It was pointed out by some Washington wheelmen that the President would be happy to receive such an address, and moreover was there any harm in sending word to the White House and finding ont if the address would be acceptable? But no, Kirkpatrick would have none of it. Vice President Hayes said it was a good idea. Abbot Bassett, although not in favor of it, asked Kirkpatrick to do it but the latter was not inclined to yield even to the Secretary-Editor. There was some hope even the next morning when the men left Baltimore for the Capital, but soon it was found that Kirkpatrick had not come with the party and that there was no chance of having him make the address.

It is only just, however, to say that Kirkpatrick and all the other officers were so disgusted with the prevailing hoodlumism that they were not eager again to stand before the public as officials of an organization that would tolerate such ruffianism. It is not generally known that the reason why Kirkpatrick did not go to Washington was that Treasurer Brewster had been grossly insulted the night before on their return to the hotel at 2 A. M. from the boat excursion. The plan Kirkpatrick had of going with the party to Washington was then abandoned with sense of the respect due himself.

L. A. W. No. 770.

Who was at the last League Meet but admitted that

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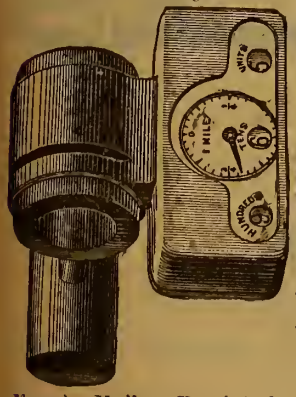
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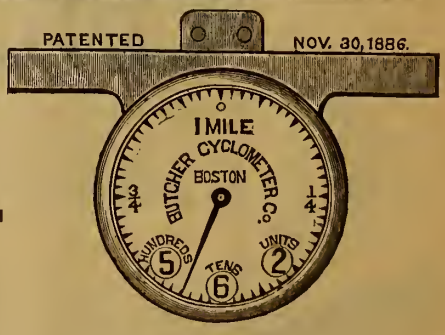
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CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



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THE NATIONAL A HIGH GRADE BICYCLE.

TOUR OF THE INDIANA DIVISION, L. A. W.

The tour of the Indiana Division terminated at Louisville, Ky., July 15. We take from the *Courier Journal* of that city, of July 15, the following account:

"It is not known to whom the most credit is due for the successful carrying out of this tour, but the persistent efforts of Chief Consul J. Fred Probst, of Terre Haute, and Captain George P. Davis, of Rushville, contributed materially to that result.

The party, consisting of about twenty-five riders, left Indianapolis at 9 A. M. Sunday, July 8, and proceeded to Morristown, Ind., where they dined. The Louisville boys, who arrived at Indianapolis after the others had gone, were conducted by Messrs. Zimmerman and Taylor, and came up with the party at 3 o'clock.

A heavy shower made riding very difficult in the afternoon, but a part of the men pushed on to Rushville, where they were well taken care of by Captain Davis at the Windsor Hotel.

The rain continuing to fall so heavily as to preclude the idea of riding on Monday, the party took the noon train for Cincinnati, where they arrived at 3.30 P. M., and were lodged at the Palace Hotel. Messrs. Trumbower, Galway, Miller and High, of Cincinnati, called at the hotel during the evening and took the entire party to the Highland House, where they enjoyed the opera and such other luxuries as the place afforded.

Tuesday and Wednesday were spent in sight seeing, visiting the Exposition and other places of interest in Cincinnati, including a wheel trip of twenty-five miles through Eden Park and other suburban resorts, in which thirty-four wheelmen participated.

The party left by boat for Maysville Wednesday night, intending to ride to Lexington on Thursday, but, being delayed, only got as far as Blue Lick Springs, where they were most comfortably lodged and bountifully fed at the Hotel Arlington.

Leaving Blue Lick at 5 A. M., the fourteen miles to Millersburg were covered in one hour and five minutes without a dismount, and Lexington was reached at 11 o'clock. The party took dinner there, and, after an inspection of the city, left for Nicholasville. The route beyond that place included Danville, Lebanon and Bardstown, the latter being their stopping place last night. They leave Bardstown at 7 o'clock this morning, and take dinner at Mount Washington, and leaving the latter place at 2 P. M., will reach this city about 6 o'clock and take up their quarters at the Alexander Hotel. The party disbands here, but most of the members will remain a day or two in the city making the acquaintanoe of Louisville wheelmen.

The tour has been a most successful affair, and all the participants will remember it as one of the pleasantest outings in their experience."

CROCKER BEATEN.

At Leicester, England, July 14, Crocker rode a twenty-five-mile match race against Fred Wood. Crocker was beaten by about two feet.

KNAPP AT THE ENGLISH RECORDS.

(*From Boston Herald.*)

London, July 17, 1888. At Leicester, to-day, Knapp beat the professional bicycle record for 30 miles by 1m. 5s., the professional 50-mile record by 8m., and the professional 100-mile record by 41m. 15 4-28. His time for the 100 miles, however, was 5m. 15 3-5s. slower than the best amateur record.

BICYCLISTS AGAINST A HORSEMAN.

(Cable to Boston Herald.)

Amsterdam, July 14.—The race between cyclists and a horseback rider came off to-day. Temple, Woodside and Allard, the cyclists, won against Bellow on horseback. They covered twenty-five miles in 1h. 15m. and 50 2-5s.; Bellow only twenty-two miles in the same time. The horse fell during the race and slightly injured his rider.

HALSTEAD AT CAPE MAY.

E. I. Halsted, of the Pennsylvania Bicycle Club, took four firsts in the Cape May races on Friday, having beat Howell, Lamb and Young. The Philadelphian's time was as follows: Half-mile, 1.41 from Howell; one mile, 3.29, by twenty yards, from Howell, and 8.15 3-4 in the the two-mile race. Howell finished second, but was disqualified and second prize was taken by Lamb, who also finished second in the three-mile lap race, which Halsted won, in 12.10.

LANCASTER PIKE RECORDS GO.

Louis Hill and John Fuller, on an Ivel tandem bicycle geared to 54 inches, and Jno. A. Wells, on a racing Quadrant tricycle geared to 53 inches, had a race July 14th, and they got well within the records of the ten-mile course on the Lancaster pike, Philadelphia, starting from Wayne Hill to the new toll gate.

At 4.30 last Saturday the three men started off at a sprinting pace. For the first quarter Wells held the tandemons, but gradually the double driver drew away. Bryn Mawr was reached with Fuller and Hill well in the lead. Here Minger took up the pace making for the riders, and went with them to Haverford, at which place McClosky took them on to the top of the "Third Sister" hill. Then J. Liesen made pace as far as Overbrook. From thence home the riders had no pace maker, but they came flying along and crossed the line in the 30.44 2-5, some three minutes better than the best previous. F. Kohler, in 1886, on an ordinary, made the record 34.10, and of course this still holds good for the single machine. In the ten-mile run the tandemons had gained about three and one half miles on Wells and his tricycle. This of course was to be expected, but Wells was riding a splendid race and at a record pace. Although considerably bothered by teams he managed to beat the American record of 36.59 2-5, held by Kluge, by 26 seconds. The record of the identical Quadrant ridden by Mr. Well is a remarkable one. Winning one of the prizes in the contest up Weatheroak Hill in England, it was brought to this country and used by Kingsland, of Baltimore, breaking a record there and winning two firsts in the League races in June.

Messrs. Wells and Middleton have challenged Fuller aud Hill to another race, when the former will ride a tandem tricycle. They will have hard work to win, as the tandem bicycle is a perfect demon on the road. Last Sunday Hill and Fuller made the five and one-half miles from Bryn Mawr to the first toll gate in 15.15, beating Kohler's old record of 17.10, and on Tuesday next they intend to try for the world's amateur records for five miles. Ariel.

[* See foot note at bottom of article following this.—Ed.]

MORE RECORDS AT PHILADELPHIA.

(Special to the Bicycling World.)

As announced in my lettter describing the ten-mile road race between Wells, on a tricycle, and Fuller and Hill, on a tandem bicycle, the attempt of the above named to break the five-mile road record on the Lancaster pike met with success. Hill and Fuller, on an Ivel tandem bicycle covered the distance in 15.22, record for the distance and course. Wells, on his racing Quadrant, went the distance in 18.01. This latter beats Kluge's time by 9 seconds.

Ariel.

[Our correspondent's claim for ten mile and five mile record for the tandemons will stand as record simply for the tandem bicycle. We cannot allow it in comparison with the ordinary or single driver. The claim of Mr. Wells seems to be good for amateurs if the distance claimed over a straight-away five-mile course is correct. —Ed.]

CLUB RACES AT DETROIT.

The most enthusiastic members of the Detroit Bicycle Club could not have asked for a more suitable day for their club races than Saturday, July 14. The track was in very fair condition and a very slight wind blowing. The events were as follows:

First—Slow race, 15 yards, won by A. F. Peck.

Second—Team race, one mile, won by A. F. Peck (5 points), and Geo. Thorne (1 point).

Third—Hurdle race, quarter mile, won by W. K. Bush.

Fourth—Coasting contest, won by C. H. Smith; C. Lihgtner, second.

Fifth—Club handicap, one mile, F. Welden, 70 yards, first, 3.23 1-4; G. Jones, 100 yards, second.

Sixth—Without hands, quarter mile, won by R. Traub.

Seventh—Four-minute race, won by C. A. Lightner, 1.51.

The next club race will take place on Saturday, Aug. 11.

THE RUN OFF WON BY KINGS COUNTY.

The tie of the "Alphabetical" road race between Kings County and Hudson County Wheelmen, on Decoration Day, was run off over the Milburn course last Saturday and resulted in a victory for Kings County. The team presented by Kings County consisted of H. J. Hall, Jr., T. L. Wilson, L. W. Beazeley and T. J. Hall. The Hudson presented C. E. Kluge, A. Gubelman, W. Eldridge and C. A. Stenken. The teams are identical with the teams presented Decoration Day, except that Eldridge, of the Hudsons, took the

place of E. B. Baggot. The men were sent away and the pace at once became hot. The road for about a quarter of a mile was new, and had to be walked, so the time made—1h. 36m.—was very creditable. At twenty miles Stenken, the hope and pride of the Hudson County, gave out, and the hopes of his team winning was at once placed at a very low chance. The result was, H. J. Hall (K. Co.), finished first; C. E. Kluge (H. Co.), second; T. L. Wilson (K. Co.), third; T. J. Hall (K. Co.), fourth; A. Gubleman (H. Co.), fifth; L. W. Beasley (K. Co.), sixth; W. Eldridge (H. Co.), seventh; C. A. Stenken (H. Co.), did not finish. Stenken's failure was a great disappointment to his friends, but he was out of condition badly. Time, 1h. 36m. The Kings County Wheelmen feel they have a strong hold on the trophy, as it will repose in its care another twelve months, and then——? * * *

EASTERN ROAD CLUB.

A MEETING of the Eastern Road Club was held on Monday, July 15. All the clubs belonging to the Association were represented except the Cambridge and Suffolk. Officers were elected as follows: President, W. A. Seward; Vice President, E. R. Pillsbury; Secretary-Treasurer, Willard H. Forbes; Executive Committee, Messrs. Kendall, Perkins, Aubin, Marshall, Collins and Williams, with President, Vice President and Secretary, *ex officio*.

Much interest was manifested by all present, and the Executive Committee were given full power to make arrangements for runs to be held in September and October, and to act on the application of clubs for membership.

The clubs were represented as follows: Massachusetts, Messrs. Peck, Williams and Pillsbury; Boston, Kendall and Myers; Newton, Aubin and Wilson; Chelsea, Woodman and Seward; Dorchester, Forbes and Benson; Cambridgeport, Marshall and Sanborn; Somerville, Ganger and Kimball. Respectfully,

WILLARD H. FORBES, Secretary E. R. Club.

ROAD RACE OF THE MANCHESTER BICYCLE CLUB.

THE annual handicap bicycle road race of the Manchester (N. H.) Bicycle Club took place at East Manchester, June 11, over the same course as used last year. The distance is 6 11-16 miles; the best time for the distance was 34 minutes, made by Jno. E. Newton last year, and it was supposed that this record would stand, as a strong head wind prevailed on the home stretch on the 11th. There were six entries, as per table below, which shows the handicaps and the times of the different men. A. E. Eastman, with his three minutes handicap, managed to finish first. Jno. E. Newton beat his own record of last year by 14 seconds, and was awarded a special prize of a pair of bicycle shoes. The table is as follows:

	Start.	Finish.	Time.
A. E. Eastman	4.12	4.46.18	34m. 18s.
D. E. Price	4.13	4.48.18	35m. 18s.
C. H. Fish	4.14	4.48.32	34m. 32s.
J. E. Newton	4.15	4.48.46	33m. 46s.
J. T. Chadwick	4.08	4.51.42	43m. 42s.
F. S. Harvey	4.10	4.57.08	47m. 08s.

Mr. Eastman won the club gold medal, Mr. Price the silver medal, and Mr. Fish a Derby hat. The latter had put in no practice until a week preceding the race.

OUR ANNUAL ROAD RACE.

FOR AMATEURS ONLY.

As announced in the last issue of the WORLD, we have decided to run our annual 100-mile road race Setember 7th, from Erie, Pa., to Buffalo, N. Y. The route selected is No. 56 in the New York road book, and it passes over one of the finest straightaway courses, 91 miles in length, in the country. For the information of those who have not a road book, we will state that the start will be made at Erie, Pa., and will pass through Harbor Creek, North East, State Line, Ripley, Westfield, Portland, Brockton, Fredonia, Silver Creek, Irving, Evans' Centre, Eighteen-Mile-Creek, Bay View, West Seneca, and Buffalo.

The distance is 91 miles, but a careful survey and measurement of the road will be made and the route necessary to make the even century will be given later.

Mr. Ducker has written to the authorities of towns and villages, through which the route lays, asking for permission to allow the racers to pass over the road. In the many replies received, we have been not only accorded the privileges asked, but the greatest interest is shown, and generous help has been offered.

In view of the late action of the Racing Board, in which the Chairman has announced that the competing of amateurs and professionals on the road, will disqualify the amateur, we have decided that this race shall be OPEN TO AMATEURS ONLY, this decision has been strenghtened by the fact that nearly all of the professionals will be in training for track work, and will not care to train for road racing. Entries to be made to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y. Entrance fee, $1. Entries close September 5th.

SHURMAN WAS THERE, BUT "WHERE WAS WELLS?"

IT was a great disappointment to the 400 or 500 wheelmen at the foot of Corey Hill last Saturday, to find that Jno. A. Wells had not put in an appearance as he agreed to, in order to test his hill climbing capacity in comparison to that of Mr. Shurman. Up to the moment of leaving Lynn Mr. Shurman had not received any intimation that Mr. Wells would not appear on Corey Hill as understood and mutually agreed. It seems that when Mr. Shurman returned to Lynn he found the letter from Mr. Wells, stating that on account of accumulation of work he could not come on Mr. Shurman justly complained that Mr. Wells should have given him earlier notice, or at any rate used the wires in time to prevent his (Shurman) going out to the hill. It was a disappointment all around, and the criticisms on Wells' actions were many and severe. However, Shurman determined to do his part, and so after some delay, in the hopes Wells would show up, Shurman started ahead.

Shurman already held the record by climbing it four and a half times, and then it will be remembered the handle-bar of his machine broke.

On Saturday he went up and down ten times and was turning to start up the eleventh time, a small stone threw him over. The bottom of the hill was undergoing repairs, and the consequence was the space available for turning the machine was very small, and the bicycle had to be cramped in order to get around at all. All agree but for this untoward accident, 12 times would have been accomplished. The surface was in horrible condition, loose, sandy and rough with small stones. Taking the conditions into consideration, the feat is one to be proud of, and proves J. H. Shurman to be a hill climber, and the Springfield Roadster to be a wonderful machine.

The time for the different ascents is as follows:

First,	6	38	Sixth,	7 48
Second,	6	18	Seventh,	8 9
Third,	7	10 2-5	Eight,	8 12
Fourth,	7	15	Ninth,	8 15
Fifth,	7	10	Tenth,	8 21

The whole time consumed 1 hour 15 minutes 16 2-5 seconds. The round trip as made by Shurman was probably very near a mile, making his record for Corey hill climbing a little better than eight minutes to the mile. The officials were Dr. W. G. Kendall, Capt. Boston Club, Dr. Emery, of the Roxbury Club, and J. C. Kerrison, of the Boston *Herald*.

HARTFORD WHEEL CLUB TOURNAMENT.

SEPTEMBE R 12 AND 13, 1888.

THE Hartford Tournament this year will be one of the Hartford old-timers, thoroughly international in its aspect, and with everything up to the former Hartford standard. After finishing at Buffalo, the flyers from both sides of the Atlantic will leave at once for Hartford, where elaborate arrangements will be perfected for their reception and entertainment. With good weather, this, the second of the season's international meets, and the first of the Eastern circuit, will assuredly be one of the most brilliant two days' meets ever held in this country. Some of the principal events announced are the one-mile professional championship of America, the one-mile open amateur bicycle, tricycle and safety races, and two State championships. All the races will be short, no tiresome long-distance events appearing on the programme. The list of purses and prizes foots up to $2500, and will soon be announced in detail. The Tournament Committee is composed of the following members of the Hartford Wheel Club: J. J. Grace, Chairman; H. H. Smith, Secretary, Drawer C, Hartford, Conn. (to whom all communications should be addressed); and Messrs. Joseph Goodman, L. A. Tracy, Harry Goodman and J. D. Candee.

The programme of races is as follows:

FIRST DAY, SEPTEMBER 12.

One mile novice.
One mile professional championship of America.
One mile amateur, open.
Two mile amateur, 6.15 class.
One mile amateur rear-driving safety (no wheel under 35 lbs.).
One mile Columbia Cycle Club handicap.
Five mile professional lap.

Two mile amateur handicap.
Three mile amateur State championship.
One mile amateur tricycle.

SECOND DAY, SEPTEMBER 13.

One mile amateur, three minute class.
One mile professional handicap.
One mile amateur rear-driving safety handicap (no wheel under 35 lbs.).
One mile Hartford Wheel Club handicap.
One mile amateur handicap.
Two mile professional handicap.
One mile amateur State championship.
Five mile amateur lap.
Three mile professional lap.
One mile consolation.

THE CALIFORNIA LEAGUE MEET.

THE annual meet of the California Division of the League of American Wheelmen must be classed as a grand success. It is only for the future to eclipse it. The meeting last year at Santa Cruz was considered a creditable affair, with less than one hundred wheelmen in line. This year at Stockton there were nearly three hundred wheelmen present, and the parade was the grandest affair of the kind California has ever seen.

All arrangements for transportation and for reception of the wheelmen at Stockton were complete and satisfactory, and the city itself presented a remarkably festive appearance. The streets were decorated with the national colors.

The parade started with astonishing promptness soon after nine o'clock, the principal feature of which was the three hundred wheels, some half dozen of which were ridden by ladies. These three hundred riders make more of a show than would an equal number of almost any other kind of paraders. After parading the principal streets a countermarch was made to allow those in line an opportunity of viewing the procession, and then the route for the race track was taken. There was a large array of carriages surrounding the track, the grand stand was filled, and chiefly by handsomely dressed ladies. Financially and otherwise the audience was satisfactory.

Mr. C. C. Moore, of Stockton, was referee of the day. The track —a quarter-mile—was a good one.

Without any delay the racing was commenced. The first event was a quarter-mile dash, A. W. Allen, of the Los Angeles Wheelmen, A. S. Ireland, of the Alameda Scorchers, and R. A. Smythe, of the Bay City Wheelmen, starters. Ireland was probably the favorite as he was well known as a speedy man, but Allen won easily in 40 1-5 sec.; Ireland, second. Allen's fast pedalling was an illustration of perfect ankle action rarely seen.

In the one-mile novice there were four starters: O. C. Haslett, Alameda Scorchers, and J. E. Hickinbotham, A. L. Wulff, and J. H. Read, of the Oak Leaf Wheelmen. This was won by Hickinbotham, in 2-58, Wulff being a good second. Haslett and Read did remarkably well for their maiden attempt.

Next came the great event of the day—which had been much talked of and eagerly looked for—the one-mile State championship, for in this F. D. Elwell, of the Bay City Wheelmen, and W. G. Davis, of the San Francisco Bi. Club, were to meet and settle the disputed claims for supremacy. There were two other starters, H. G. Toll, of the Capital City Wheelmen, and W. S. Wing, of the Los Angeles Wheelmen. There was some question whether Wing might not carry off the honors of the day, for he had shown phenomenal speed on his wheel. Elwell is a large, splendidly developed fellow, and the other three are finely built young men. Davis is probably as graceful a rider as can be found anywhere. His ancle action is superb, and he rides erectly and with the most apparant ease. Wing has a long, swinging motion as he comes down on his long levers, that brings out a hot pace, and when on the last lap he began his mighty spurt, it shot him ahead at such a pace as few had ever previously seen, it looked as though the two great riders, Elwell and Davis, were to be left; but now came their magnificent spurt, and they pass Wing neck and neck, and come into the finish so close, that to those away from the tape it looked like a dead heat or a victory for the San Francisco Club, but the unanimous decision of the judges was that Elwell was at least six inches ahead on the finish, and so the Bay Citys went nearly wild over their champion, who had won in 2-48 1-2, beating all previous coast records.

For the three-mile handicap there were only two starters, Ireland and Hickinbotham, both from scratch. This was a well contested race, and was won by Ireland in the excellent time of 9.07, which lowered his previous coast record of 9.28 3-5.

Allen, and Toll, and C. B. Wheaton, of the San Francisco Bi. Club, started in the half-mile dash, which was easily won by Allen, in 1.22 1-2, lowering the previous best Pacific Coast record of 1.27 3-4.

The enthusiasm was now at its height, when the five-mile L. A. W. national championship was called. The band played the national airs, flags were waved, and the contestants cheered by their friends as they appeared on the track. Odds were freely offered on Elwell with but few takers. The starters were Elwell, Wing and Davis. Wing led, closely followed by Elwell and Davis, and this order was kept steadily for the first nineteen laps, at a pace which gave the contest much the appearance of a grand loaf. On the last lap the pace was considerably mended with all well bunched, until on entering the home stretch Elwell, with a mighty effort, drew away from his opponents; Wing picked up courage and followed, while Davis, seeming utterly dazed at Elwell's magnificent spurt, relaxed his efforts and finished a third. A scene of the wildest joy followed. Elwell was borne from the track, shoulder high, by his club mates, while those who could not take a hand in carrying him, cheered, danced, embraced each other, and indulged in the wildest antics. Wing, the Los Angeles representative, who was a prime favorite with the Bay Citys, was also wildly cheered.

The one-mile safety had but two entries, J. A. W. Off, of the Los Angeles Wheelmen, and C. P. Fonda, of the San Francisco Bi. Club. The victory was easily won by Fonda, in 3.11.

The one-mile handicap brought out Wheaton (scratch), Toll (15 yards), Wulff (35 yards), Read (35 yards), and F. E. Southworth, of the Oak Leaf Wheelmen (35 yards); and M. A. Baker, of the Los Angeles Wheelmen (35 yards). This was an interesting race, well contested, and resulted in a victory for Wheaton, in the remarkably good time of 2.52.

The races were concluded by the two-mile handicap between Ireland (scratch), Wheaton (35 yards), and Haslett (75 yards). Wheaton dropped out early in the race, and it was evident that it belonged to Ireland. Haslett, however, kept him moving so fast that it was necessary to make the two miles in six minutes in order to win, which gives Ireland another coast record.

The twenty-mile State championship was indefinitely postponed, owing to insufficient time before the hour set for the base ball games, which were to follow.

There was now an opportunity for the wheelmen to rest after the exciting events of the morning, and meet at luncheon. The afternoon was spent at the swimming baths, or in visiting the handsome grounds of the State Lunatic Asylum, while many indulged in a siesta to prepare themselves for the proper enjoyment of the evening's festivities. Dinner over, all began to repair to the Exposition Building, a magnificent pavilion, handsomely decorated and brilliantly illuminated by electric lights. A full military band rendered an excellent programme of concert music as the audience filled the vast building. The concert ended, the cycling portion of the entertainment commenced with an exhibition of fancy riding by L. B. Kinney, a ten year old Los Angeles boy, followed by a game of polo on Stars by Champion Elwell and W. S. Wing, of Los Angeles, wherein Elwell's good fortune stayed by him, he winning the game in five straight innings.

Next came a demonstration on miniature safeties by Masters Moore and Mohrig, and finally the exhibition by the drill corps of the Bay City Wheelmen. Dancing followed, the only cause of regret being that so many of the San Francisco contingent had to take the midnight boat for home. At the wharf all was bustle and hurry. Wheels were being put aboard, good-byes said, bugles sounding, and parties cheering the victors, the League, and the Bay Citys.

So ended California's third annual meet. As the boat slowly swung out into the stream and the lights of the city faded in the distance, there must have recurred to the Chief Consul standing on the deck, recollections of that summer day, now over two years ago, when the interests of the infant division, then less than 100 strong, having just shortly before been entrusted to his care, he reached Stockton after a long day's journey across the hot, sandy plains of San Joaquin and first met Bert Moore, one of the brothers whose energy and enterprise planned and carried out this meet. It is doubtful, however, if in his wildest dreams for the advancement of the cause he ever conjured up so brilliant a carnival of cycling as that in which he had to-day participated.

There was not a single accident of any description to mar the festivities, and the whole day was exceedingly enjoyable, and we live in hopes of another next year which shall be even better attended than this.

The meet, when practicable, and when not outweighed by other considerations, should be held somewhere within a day's wheeling distance of San Francisco, and, in the opinion of the writer, San Jose is the place for next year's meet, though Los Angeles is already actively bidding for it.

The thanks of the wheelmen generally are due to Mr. C. C. Moore and the other members of the remarkably flourishing Oak Leaf Club, of Stockton, for the untiring efforts made for their entertainment. 16,219.

PROPOSED TAX ON BICYCLES.

Cable to the Record.

THE acceptance by the English Government of an amendment to tax the local government bill, putting a tax on bicycles, will be sure to raise a storm over this devoted bill almost equal to that which greeted the original proposal of Mr. Goschen to tax every kind of wheel. The amendment proposes a tax of two shillings and sixpence on each wheel. The outcry raised against the tax will be determined and loud, for the owners of wheels, who think any tax is an outrage, as the carriages are exempt.

THE BINGHAMTON (N. Y.) WHEEL CLUB RACES.

ON August 2d the above named club will hold a tournament, as per advertisement in another column. The prizes will be handsome gold medals, and the other prizes will be valuable articles of use.

PROGRAMME.

9 o'clock A. M., ride over the cinder path; 11 o'clock A. M., parade; 2.30 o'clock P. M., races; 8.15 o'clock P. M., entertainment at the Opera House.

LIST OF EVENTS.

Half-mile dash: one-mile novice, open to wheels not under 35 pounds; one-mile L. A. W. State championship; two-mile, 6.45 class; half-mile, first heat, Von Blumen and Oaks; half-mile, Junior Wheel Club; one-mile, open; half-mile, second heat, Von Blumen and Oaks; Binghamton Wheel Club, wheels not under 35 pounds; one-mile political race, Binghamton Wheel Club; three-mile handicap, open; one-mile Rover type; half-mile, third heat, Von Blumen and Oaks; one-mile team race, three from each club; consolation.

Entrance fee, fifty cents for each event, and should be sent to W. F. Sherwood, Binghamton, N. Y., Chairman Race Committee, on or before July 30.

INDIGNATION OF THE CAPITAL BICYCLE CLUB.

THE following preamble and resolutions were passed last Tuesday by the Capital Bicycle Club in regard to the out-come of the trial and conviction of Chase for the killing of Mr. Paul:

Whereas, The reckless riding and driving of horses upon the streets of this city have long been sources of great danger to the public, and have been subjects of much comment in the columns of the press and elsewhere; and

Whereas, The testimony in the case of the United States against Chase, the man at whose hands late Prof. Paul lost his life, shows not only that there were no mitigating circumstances, but, on the contrary, that the death was the result of the most criminal carelessness; and

Whereas, Wheelmen are particularly liable to injury from ignorant, vicious and irresponsible drivers; therefore

Be it resolved, That the Capital Bicycle Club hereby protests against the action of Judge Montgomery in imposing upon Chase, convicted of manslaughter, a sentence so utterly inadequate as one month's imprisonment and a fine of $200.

Resolved, That the club regrets that the judge did not exercise the powers reposed in him by the people for the common protection to an extent commensurate with the enormity of the offense, and calculated to more sternly rebuke the criminal carelessness displayed in this and other cases, thereby deterring this class of the community from a persistance in that reckless disregard of human life which has heretofore been so frequently exhibited.

OTTAWA, KAS., TO GREAT BEND, KAS.

For the benefit of Western riders I wish to give a short account of the roads from Ottawa, Kas., to Great Bend, Kas. This is one of the direct roads from Kansas City to Colorado, and wheelmen contemplating that trip this season may know what is before them for 250 miles at least. From Ottawa to Williamsburg there is a fairly good road; distance, eighteen miles. From Williamsburg the road bears south and west until a road one mile south of the north line of Coffey County is reached. Follow this road due west across the county and into Emporia. This road is quite hilly, especially the last ten miles. The Clinton Hotel, Emporia, gives good meals and accomodations at $1.00 a day.

There are two roads from Emporia to Strong City, one called the Hill road and the other the Valley road. If you take one you will probably wish you had taken the other. I took the Hill road; it is well named. Distance, twenty-five miles.

From Strong, cross the river to Cottonwood Falls, and go over the hills to Elmdale, seven miles. The Cottage Hotel, Elmdale gives first-class meals and accomodations for $1.00 a day.

From Elmdale to Marion there are two roads, one over the hills and the other through the valley. You pays your money and takes your choice. Twenty-two miles.

Marion to Hillsboro, ten and one-half miles; road good.

Hillsboro to Canton, fourteen miles, road miserable. Look out for headers; I found some. They mature in that vicinity. You will be lucky if you don't miss the road and find yourself in the middle of a grass lot. I got there. The Clinton Hotel gives *fair* accomodations and a $1.50 rate.

Your troubles are now nearly ended. From here west the road is as nearly perfect as a natural road can be. No trouble to make from nine to ten miles an hour.

McPherson, fourteen miles. Look up the Local Consul, Paul Wakenhut; you will find in him a genuine whole-souled L. A. W. man. Take your dinner at the Merchants' Hotel; L. A. W. rate $1.50.

McPherson to Lyons, thirty-two and one-half miles; the home of Chief Consul Everest. I was nicely entertained at his home by himself and his charming wife.

Lyons to Ellenwood, twenty-two miles. Here is the only sand on the road; three miles. Walking through sand and pushing a wheel is not great fun, but it gives a good appetite.

Ellenwood to Great Bend, ten miles. Stop at the New Morrison Hotel, kept by Morrison Brothers, one of the finest hotels in the State, everything first-class. L. A. W. members can get a rate of $1.50 on presentation of League ticket.

I hope this rough sketch will be of benefit to some one. I have looked in vain for anything about Kansas roads in the WORLD. Will not some one tell us of other roads in the State?

L. A. W. 16827.

ALUMINIUM AND CYCLE CONSTRUCTION.

ALUMINIUM is the topic of the hour, not merely among cycle manufacturers, and those interested in the improvement of machines for path and road use, but also among investors of capital. A week or two ago the Alliance Aluminium Company issued its prospectus to the public, inviting the subscription of £500.000 capital. Already in the field is the Aluminium Company, and both companies have acquired patents which will enable them to sell aluminium at less than 9s. per pound. The present market price, it will be remembered, is five times this amount per pound. As these rival companies will compete in supplying the market it is both possible and probable that in a short time aluminum will be procurable in comparative abundance at 6s. or 7s. per pound.

At intervals for some years past the application of aluminium to cycle construction has been mooted in the cycling press, but hitherto nothing of practical advantage to the trade or sport has resulted. The Society of Cyclists having recently appointed a committee of inquiry into the alleged merits of the metal, it may be interesting, pending the report of the committee next winter, to briefly examine the properties of aluminium, and its adaptability to the use proposed.

Aiumina was the name given to a distinct earth discovered by Marggraff in 1754 as forming one of the notable constituents of the salt alum (Lat. *alumen*), it having previously been confounded with lime. Overstedt, in 1826, showed how to prepare the chloride of aluminium, and from that date to the present time a succession of processes have been discovered by scientists, each reducing the difficulties of production and consequently the market price. One of the most recently discovered methods of reducing aluminium from cryolite (a fluate of soda and alumine) is described in Whitaker's Almanack for the current year, p. 538. As has already been stated in the *Cyclist*, pure aluminium possesses a specific gravity of 2-56, being a white metal with a faint tinge of blue, free from both taste and odor, malleable, ductile, and capable of being drawn into tubes, or into very thin wire, in which latter form it becomes brittle. Its weight is one-fourth of that of silver, and about one-third that of steel. It is susceptible of a brilliant polish, and is superior to silver as regards its imperviousness to the action of sulphuretted hydrogen and sulphide of ammonium, which taint the atmosphere of towns and tarnish exposed silver.

The great difficulty associated with the production of aluminium exists in the importance of securing its absolute chemical purity. An infinitesimal trace of bismuth, for example, renders the metal brittle in a high degree; whilst ten per cent. of copper makes it as brittle as glass. This disadvantage, together with the high price of the metal (which in 1856 sold at £3 per ounce, and in 1863 at 5s. per ounce), have restricted its uses in the past to jewelry, bells, chemical balances, and weights, reflectors, etc., etc. Aluminium has never been tested in its hammer-hardened form as regards its

utility for frictional surfaces, as, for example, bearings, and the writer's authority for this statement (a metalurgic expert) asserts that pure aluminium cannot be tempered in the same maner as steel. Tubes of the pure metal as light as cartridge paper when handled resist any ordinary attempts to deflect them, but yield to superior pressure by bending. From all the evidence obtainable it would appear that the pure metal is unsuitable for the manufacture of either the tubing, felloes or spokes of cycles. Having arrived at this conclusion, Mr. Hermann Vezin's fascinating suggestion of practicable safety bicycles made of aluminium scaling only ten pounds must for the present be abandoned as worthless.

Leaving the pure metal, the inquirer's attention is directed to its alloys, and here the cycling importance of the subject begins. All hope of lightness is lost at one fell swoop when the constituents of aluminium bronze are found to be 90 parts copper and 10 parts pure aluminium, an alloy possessing a specific gravity of 7.989, or practically the same weight as steel. Similarly with the rust-proof alloy of 75 parts iron and 25 parts pure aluminium. Aluminium bronze —the more important of the two mentioned—is hardly distinguishable from gold in color, hence its wide introduction in the form of watch cases, rings and chains, under the misleading name of aluminium. The application of this misnomer—which deserves condemnation—explains the prevalent misapprehension as to the color and properties of pure aluminium. Many persons unfamiliar with the pure white metal are misled by the totally different looking alloy in its manufactured form. Aluminium bronze, although harder than common bronze, is capable of being worked at high temperatures more easily than the best varieties of iron. Its discovery was effected by Dr. John Percy, F. R. S., and its properties were elaborately described in a paper read before the Royal Society by Lieu.-Col. A. Strange, F. R. A. S. Experiments demonstrated the bronze to possess a tensile strength of 50,624 pounds breaking weight per inch. A specimen withstood a compression strain of 20,384 pounds before giving way. Its transverse strength was three times as rigid as that of gunmetal. Its founding qualities allowed of the production of admirable castings of any size; whilst in the lathe and under the file it was workable more easily than steel. Moreover, its malleability, expansive ratio, fitness for being made into tubes, and elasticity were proved to be eminently satisfactory. As may be assumed, on exposure to atmospheric influence the bronze does not rust, but its lustre slowly tarnishes.

Judging from the prospectus before alluded to, the hopes of the directors of the Alliance Aluminium Company appear to chiefly rest upon the utilization of the above-described bronze in the construction of guns, naval architecture and armaments, as a substitute for the wrought steel now used, which is four times as difficult to work, more expensive to produce, and of inferior strength. With regard to the application of the alloy to cycle manufacture the prospectus is silent, but incidentally expresses the conviction that aluminium will bring about radical changes in the metal trade generally.

Extreme lightness and permanent brightness not being among the features of the bronze, we are led to the somewhat disappointing conclusion that, pending the discovery of an alloy possessing greater recommendations than those of aluminium bronze, the mere cheapening of the latter product will not ensure its general adoption by the manufacturers of cycles.

CHARLES W HARTUNG in the *Cyclist*.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

J. H. ZUMSTEIN, of Windsor, Ill., proposes to start September 3d, for a tour a-wheel from Mattoon, Ill., to Cincinnatti, via Indianapolis. He wants a companion.

THE new Surprise tricycle of the Pope Mfg. Co. is now ready for delivery, and intending purchasers would do well to examine its many valuable specialties before ordering. See advertisement on back cover.

A NOTABLE performance is that of "Trike" Lieutenant George L. Cooke, of Rhode Island Wheelmen, on a Singer tricycle, weight 80 pounds; 1550 miles in three months, with a single run of 102 1-2 miles, is not bad for one of last year's brood.

THE Overman Wheel Company has just shipped to Hi Henry, two Victor safeties, one of which is full enameled and the other full nickeled. Both machines will be used by Henry in his minstrel parades, Henry riding the full nickeled machine and one of his men, in black face and minstrel costume, riding the full enameled wheel. The machines present a novel and striking appearance.

WE were much pleased with an 1888 pattern of the Special S. S. S. tricycle loaned us for a week's trial by Messrs. W. B. Everett & Co. We found it an excellent, easy running and strong wheel. It is a machine that can be ridden by either sex. It has a 30-inch driver and 28-inch pilot.

FRED FOSTER rode a Marlboro' Club when he won the Canadian tricycle championship at Belleville, and when he beat the one-mile Canadian track.

THE Warwick Cycle Company has begun the manufacture of the Warwick Perfection bicycle. A sufficient number will be manufactured to get the wheel well introduced this season, and next season the company will be fully prepared to fill all orders. New machinery is almost daily arriving and there is at present a force of 15 or 20 men at work. Mr. Warwick is also busy on a safety which will be gotten out in the fall, He intends to reduce the sensitiveness of the steering gear to a minimum.

THE Coventry Machinists' Co. have received a sample Swift safety tandem. Those interested should by all means visit 239 Columbus avenue and see this machine.

THE Gormully & Jeffery Challenge tandem, although it was catalogued last year was not put on the market; it is now on the market and stands up to its work bravely. Chicago riders are very fastidious in the choice of their mounts, and the fact that over one dozen of these tandems can be daily seen on the South Side boulevards is a sufficient guarantee of their excellence. This tandem can be equally well ridden by two ladies or two gentlemen.

MR. DUCKER has secured a round trip fare of $8.50, from New York to Buffalo during the tournament week.

THE Coventry Machinists' Co.'s King of Clubs, with big back wheel, and the Light Marlboro' Roadster tricycle are in big demand and are deservedly pronounced by all who have tried them as great successes.

GEO. P. DAVIS, the Captain of the recent Indiana tour, weighs 250 pounds and rides a fifty-inch Expert. He is the heaviest man in the L. A. W. The majority of the wheels used on the Indiana tour were Columbias.

LOOK out for No. 154 Springfield Roadster bicycle, 1887 pattern. It has been stolen from J. H. McKinnon, Waterbury, Conn.

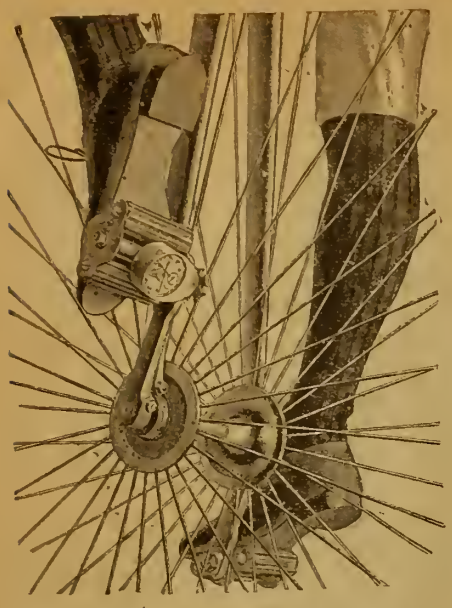
SEE announcement on page 231, of the race meet of the Bingham ton Wheel Club, Aug. 2d.

WE have had occasion to test the accuracy of one of Butcher's stock cyclometers during the past week, and we can say that a more satisfactory and accurate distance measurer cannot be found. We tried it several times over the same route and we found it to measure exact in every instance. A "good" cyclometer is a great convenience, and in the Butcher we find "goodness" because of its accuracy and reliability.

MESSRS. ELLIOTT and Jefferis, of the Wilmington Wheel Club, made a century run between Wilmington and Philadelphia last Sunday. The actual riding time from Wilmington—forty-six miles —was less than four hours, and Mr. Elliott rode from the foot of Berwyn hill to Fifty-second street in forty-five minutes. The route both ways was via West Chester, and on the return trip, after having ridden over ninety miles, they both climbed Point Lookout hill, which has been surmounted by only one rider heretofore. Mr. Elliott has been doing some good work on the Lancaster pike. He had only been riding six weeks when he made the run from Paoli to Fifty-second street in one hour and ten minutes, which is not far from record time, and is wonderful work for a beginner. He will be the fourth man on the Wilmington team. He and Jefferis both ride Victor Light Roadster bicycles.

COMING EVENTS.

July 23, 24, 25—Ohio Division Meet at Toledo, O.
July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 2—Binghampton, N. Y., Tournament.
August 11—Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 3—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 3—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet.

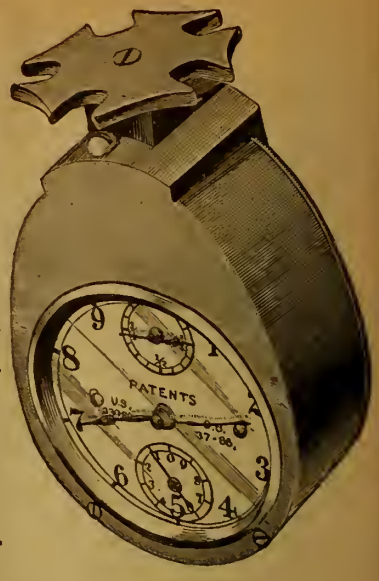


The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs or cams. Absolutely accurate,* Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price $10.

All Sizes in Stock. Descriptive Circular mailed if asked for.



GEO. R. BIDWELL,

313 West 58th St., New York.

Sole Manufacturer.



ABBOT BASSETT, Secretary-Editor.

REMOVAL.

LEAGUE Headquarters are now at 12 Pearl street, Room 27; same building with office of the BICYCLING WORLD Co.

WE are under obligations to W. C. Babcock, of Washington, for two fine photo. groups taken at the time of the Washington visit.

APPLICANTS for membership should send $1.50 during July, August or September to cover initiation fee and dues for the remainder of the League year.

DIVISIONS are allowed representatives on the basis of their memberships on July 1st, but any member who qualifies before the closing of the polls, August 15, may vote in the election. Those who are published in list issued July 27 will qualify in time.

THE League has a list of life members which will not be increased. The institution of life memberships at a very small fee was one of the mistakes of the League. Recognizing it as a mistake very many of the prominent men of the League did not take advantage of it, and the list is not so large as it otherwise would have been. We do not wish to asperse those now upon this list; they undoubtedly thought they were benefitting the organization and evincing their confidence in it when they allied themselves to it for life, and they cannot be blamed for official mistakes. The dollars paid by these members have gone into a reserve fund which is kept intact. The divisions do not benefit in the least by this fund, and yet those life members are entitled to participate in all the benefits and perquisites which the divisions give out, let them cost never so much. The League gets what benefit comes from the life memberships and the divisions have to carry the load. There will be no more life members.

Illinois Division Nominations.

The following nominations are respectfully submitted and votes of Illinois members solicited: For Chief Consul, Edwin Oliver, of Chicago; for Vice Consul, Chas. Hinsel, of Springfield; for Secretary-Treasurer, Thos. F. Sheridan, of Springfield. These nominations are made in the interest of securing passage of a Liberty Bill by the Legislature at the next session. They are gentlemen well qualified personally and by geographical location to further this object.

B. B. AYERS.

Chicago, July 7, 1888.

E. H. Meader.

At a regular meeting of the Holyoke (Mass.) Bicycle Club, held 25th, the following resolutions were adopted:

Whereas, It has pleased an All-wise Providence to remove from our midst our much beloved member, E. H. Meader, Secretary-Treasurer of the Holyoke Bicycle Club, and Representative of the L. A. W.,

Whereas, We sincerely mourn the loss of one whom all of us respected and loved as a friend; be it

Resolved, That our earnest and heartfelt sympathy is extended to his afflicted family in their hour of sorrow; and be it

Resolved, That a copy of these resolutions be sent to the family of the deceased, and also be published in the BICYCLING WORLD AND L. A. W. BULLETIN.

HOLYOKE BICYCLE CLUB,
By W. W. Carl, Sec. and Treas.

To Virginia L. A. W. Members.

The Great Industrial Exposition of Virginia will be held at Richmond, Va., beginning Oct. 3d.

The management, through Director General Jones, has made most liberal arrangements for the purpose of bringing together the wheelmen of the State, and also of inducing our friends of Washington, Maryland and Pennsylvania to attend. A new half-mile track is being built, and liberal prizes will be given to amateurs and professional riders. With the approval of Representative N. B. Schmidt, and Secretary-Treasurer Schaap, and the unanimous endorsement of the Norfolk Cycle Club and the L. A. W. members of this vicinity, notice is hereby given that the Third Annual Meet of the Virginia Division L. A. W., is called for October 23d and 24th, at Richmond, Va. The newly adopted Constitution and By-Laws of the National League, make it more incumbent than ever, upon each member of the weaker Divisions to become an *active* worker in the cause, and the local Consuls of Virginia are hereby notified they are each appointed a committee of one, in their vicinity, to talk up the importance of every member attending this meet, and make it *the* cycling event of the year.

Rail road rates will be low, the Exposition will be the greatest ever held in the State, and many riders can now arrange to take their vacation at that time. Every one who can attend, may rest assured they will be well taken care of by the Old Dominion Wheelmen of Richmond. Further information can be obtained by addressing Secretary-Treasurer Schaap, 617 Broad street, Richmond, Va., and official details will be given in the *Bulletin*.

J. C. CARROLL, C. C.

Missouri Division L. A. W.

A meeting of this division was held at the house of the Missouri Bicycle Club, on Wednesday, July 11th. A committee was appointed to revise the Constitution in accordance with the new Constitution of the League and the following ticket was nominated for Division officers: Chief Consul, W. M. Brewster; Vice Consul, F. J. Suda; Secretary-Treasurer, J. A. Lewis; Representatives, Geo. W. Boswell, Geo. A. Case, H. G. Stuart; Committee on Rights and Privileges, A. C. Stewart, Chairman, A. Moore Berry, T. H. McNeil; Touring Committee, Robert Holm, Chairman, J. H. Kelly, Sedalia, Mo., Chas. J. Case, Carthage. J. M. Tryon, Kansas City, L. H. Parsons, Edina; Racing Committee, W. H. Wylie, Chairman, E. N. Sanders, A. M. Lewis, E. A. Clifford, E. A. Smith.

Declination.

To the Members of the 2d Dist. Mass. Div. L. A. W.:

Through the kind intentions of gentlemen from this district my name has been mentioned as a candidate for Vice Consul. My serving in such capacity is absolutely out of the question, and voters will best serve the Division and at the same time gratify the undersiged by casting their ballots for Dr. W. H. Emery.

SANFORD LAWTON.

Maryland Division.

A special meeting of the Maryland Division was held on Tuesday, July 10th, at the Maryland Bicycle Club, for the purpose of nominating an official ticket for the election of officers of the Division for the ensuing year, and to fix upon the date and place of the annual Division meeting. Chief Consul Mealy called the meeting to order at 9 P. M., with 50 members present. Upon motion the regular order of business was dispensed with, and the special business for which the meeting was called taken up. Upon motion of Mr. Bartlett a committee of five was appointed by the Chair to nominate a candidate for each of the following officers: Chief Consul, Vice Consul, Secretary-Treas-

urer, and three Representatives. After a short recess this committee put in nomination the following ticket: Chief Consul, W. H. Beatty of Baltimore; Vice Consul, Geo. F. Updegraff of Hagerstown; Sec.-Treas., G. W. H. Carr of Baltimore; Representatives. C. H. Eisenbrandt of Baltimore, W. L. Seabrook of Westminster, and H. W. Barrington of Baltimore. Mr. Beatty declining the nomination of C. C., Mr. Albert Mott of Baltimore was nominated for that office unanimously, and the remaining portion of the ticket was accepted by acclamation.

Upon motion of Mr. Lockwood, Friday, Aug. 31st, was selected as the date for holding the annual meeting. On motion a committee of five was appointed to make necessary arrangements for this meeting, particulars of which will be announced later on. The subject of changing the official organ of the Division was referred to the Board of Officers, to report on same at the annual meeting. The meeting then at 11 P. M. adjourned. Respectfully,

R. M. Lockwood,
Sec.-Treas. Md. Div.

Election Laws.

In accordance with Art. IV., Sec. 2, of the Constitution of the League of American Wheelmen, as adopted at the convention held in Baltimore on June 18th, the Maryland Division, L. A. W. will hold the annual election of Division officers between July 15th and Aug. 15th.

Said election shall be conducted by the following officers and governed by rules hereinafter prescribed. The officers of the election shall consist of the Secretary-Treasurer of the Division and the following Judges: E. F. Le Cato, C. W. Abbott and George Hagerty.

The Secretary shall mail printed ballots, together with an addressed envelope, for return of same, to each member of the Division. Shall receive and count all votes as hereinafter provided.

The election shall be conducted through the medium of a mail vote.

Ballots must be signed by the member voting and mailed to the Secretary.

Ballots received later than the noon delivery of the mail on August 16th will not be counted.

A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member, bearing the names of different candidates, neither will be counted.

The Secretary, together with the three judges of the election, shall meet on the evening of August 16th, open and count all mail votes, and certify the results thereof through the *L. A. W. Bulletin* and daily papers of the City of Baltimore. Respectfully,

A. E. Mealy, C. C. Md. Div.

California Nominations.

To Members of the California Division:

At a meeting composed of the members of the Alameda Scorchers, the Outing Cycling Club, the Ariel Bicycle Club and the San Francisco Bicycle Club, and other L. A. W. members, the accompanying list of nominations was made. Chief Consul, Harrison Houseworth, San Francisco; Vice Consul, J. Phil. Percival, Los Angeles Wheelmen; Secretary-Treasurer, A. S. Ireland, San Francisco; Representatives, J. D. Arkison, Oakland, H. G. Toll, Sacramento, Geo. H. Frost, Pasadena.

Members will sign their names with address and also add the *original* league number.

Ballots must be mailed to Norval A. Robinson, Secretary-Treasurer, Room 1, S. F. Stock Exchange, San Francisco, Cal., before July 15th, 1888.

Arthur M. Brown,
Sec. Alameda Scorchers,
L. Devaney,
Sec. Outing Cycling Club,
Chas. D. Haven, Jr.,
Sec. Ariel Bi. Club.
Chas. P. Fonda,
Sec. S. F. Bi. Club.

Michigan Election Laws.

To Michigan Members L. A. W.:

In accordance with the Constitution of the League, as adopted at the L. A. W. meeting, held at Baltimore, June 18, 19 and 20 last, the annual election of Division officers will occur between the 15th of July and 15th of August next.

In the absence of the necessary rules and regulations governing the same, the Board of Officers of the Michigan Division, by virtue of the authority vested in them by Section five (5) of the Division Constitution, have adopted and hereby promulgate the following rules, the same to take immediate effect:

The Secretary-Treasurer shall, on or before the 15th day of July, send to each member of the Division, a suitable voting blank, together with the necessary instructions as to its disposition.

All ballots shall be signed by the members voting, and be returned to the Secretary-Treasurer of the Division before the 15th of August following. The ballots shall be counted by a Returning Board, to consist of the Chief Consul, the Secretary-Treasurer and the members of the Rules and Regulations Committee, at the office of the Secretary-Treasurer, at 7 P. M. on the day following the closing of the vote, and the result thereof certified to the Secretary-Editor of the League of American Wheelmen, before September first, following.

Each member of the Division in good standing on the rolls of the League of American Wheelmen, shall be entitled to vote for Chief Consul, Vice Consul, Secretary-Treasurer, and such representatives as his Division may be entitled to, and the persons receiving the largest number of votes for their respective offices shall be elected. BLE

League Clubs (of 20 members or over) shall elect their representative or representatives at the time and in the manner provided for by Sec. 2, Art. IV. of the L. A. W. Constitution, and shall certify the result to the Division Secretary-Treasurer on or before August 15th.

Under above rules poll list will close with applications published in *Bulletin* of July 27.

J. H. Johnson, C. C.

Wisconsin Election Laws.

To Wisconsin Members L. A. W.:

In accordance with the By-Laws of the League, as amended at the meeting of the National Board of Officers, March 5th and 6th last, the annual election of Division Officers will occur after the 15th of July.

The regulations governing the ballot in Wisconsin provide, that the Secretary-Treasurer shall receive, and in the presence of the committee appointed at the Annual State Meet of the Division, count all mail votes and certify the result thereof.

The election is conducted through the medium of a mail vote. A blank ballot will be published in the *L. A. W. Pointer* during July. Ballots must be signed by the member voting and sent to J. A. Hinman, Secretary-Treasurer, Huggins House, Racine, Wis. Ballots received later than the first postal delivery of Friday morning, July 20th, will not be counted, unless delivered to the Secretary-Treasurer before the Annual Meeting. A ballot once mailed cannot be recalled or changed, and if two ballots are received from one member bearing names of different candidates, neither will be counted.

The votes shall be opened and counted in the presence of three members to be appointed by the Chief Consul at the Division Meeting.

Francis Bloodgood, Jr.,
Chief Consul.
Jay A. Hinman,
Secretary-Treasurer.

Virginia Nominations.

The Old Dominion Wheelmen, of Richmond, nominates J. C. Carroll of Norfolk, for Chief Consul, and A. K. Schaap of Richmond, for Secretary-Treasurer.

E. Burnett,
Sec. O. D. W.

Michigan Division.

Date of Division Meet at Grand Rapids changed from Saturday, August 11th, to Saturday, August 18th, 1888 J. H. Johnson, C. C.

Detroit, July 12th '88.

Virginia Nominations.

Norfolk Cycle Club nominates J. C. Carroll, of Norfolk, for Chief Consul and A. K. Schaap, of Richmond, for Secretary-Treasurer.

R. M. Barrett, Sec.

Indiana Nominations.

I nominate the following ticket for Indiana Division: Chief Consul, J. Fred. Probst, Terre Haute; Vice Consul, W. H. Pontious, Crawfordsville; Secretary-Treasurer, Nick Smith, Terre Haute.

Josh. Zimmerman.

Virginia.

To the Members of Virginia Div. L. A. W.:

Owing to the incompleteness of our rules governing the election of officers, with the approval of our Executive Board, it is announced that nominations for Chief Consul and Sec.-Treas., may be made through the *Bulletin*. Members will send their votes to Secretary Abbot Bassett, Box 5267, Boston, Mass., marked plainly in lower left hand corner of envelope: *Vote for Chief Consul and Sec.-Treas. of Va.*, who will count and announce the result through the *Bulletin*, each ballot to be signed by member voting, and League number to be added. These officers must be elected between July 15 and Aug. 15. All votes must be in the hands of the Secretary-Editor so as to be counted, not later than Aug. 15. J. C. Carroll, C. C.

West Virginia.

I have this day made the following appointments:

Wm. B. Prickett to be Consul at Huntington, W. Va.; A. S. Crittenden, to be Consul at Rippon, W. Va.

Have also appointed the following League Hotels: At Blue Sulphur Springs, Cabot Co., W. Va., The Blue Sulphur Springs Hotel; regular rate, $2.; L. A. W. rate, $1.50. At Huntington, W. Va., The Florentine Hotel; regular rate, $2; L, A. W. rate, $1.50. At Parkersburg, W. Va., The Commercial Hotel; regular rate, $2; L. A. W, rate, $1.50.

H. P. Wilkinson,
C. C. W. Va. Div. L. A. W.

Minneapolis.

To the Members of the Minnesota Division L. A. W.:

It being necessary according to the new Constitution of the League, to hold an election of officers between the 15th of July and the 15th of August, I would respectfully request that you forward to me your nominations for Chief Consul, Vice Consul, and Secretary-Treasurer, as soon as possible after the 15th of July, and to reach me not later than the 5th of August, in order that mailing blanks may be sent out and returns obtained before the fifteenth of the same month.

In order that you may place in nomination, those who if elected would accept the office and perform the duties thereof, I think I may state in this connection that owing to my business affairs I cannot accept the nomination that some of my friends are desirous of making.

Thanking you for past favors I am and always shall be a staunch supporter of the League of American Wheelmen, especially of the Minnesota Division.

S. F. Heath,
Chief Consul Minnesota Div. L. A. W.

Illinois Election Laws.

In accordance with the By-Laws of the League, as amended at the meeting of Board of Officers, March 5 and 6 last, the annual election of Division officers will occur between July 15 and Aug. 15 next ensuing.

The vote of the Illinois Division will be polled by mail as per last year, and should be addressed to the Sec.-Treas., Mr. A. J. Street, at 80 1-2 Seeley avenue, Chicago, and he will in the presence of a canvassing committee open and count all votes, and with said canvassing committee certify the result thereof.

A blank ballot will be published in the *World and Bulletin* of July 20, which should be filled out and mailed as per instructions thereon.

Ballots must be signed by the member voting. Ballots received later than Monday, July 30 will not be counted; all ballots must be postmarked July 28. A ballot once cast cannot be recalled or changed. If two ballots are received from one member neither will be counted.

The canvassing committe will meet at Room 9, 103 Adams st., at 8 o'clock P. M., Wednesday, Aug. 1, and there count the votes.

Officers to be elected in Illinois are Chief Consul, Vice Consul, Secretary-Treasurer, and five Representatives.

The following-named gentlemen, members of Ill. Div. L. A. W., are hereby appointed as canvassing committee for the purpose of counting mail vote of this Division, notice of which appears in this edition of the *World and Bulletin*: W. C. Thorne, C. E. Randall, T. Sloan.

Illinois Division Election Blank.

Members will fill out following Blanks and mail on or before July 28, to A. J. Street, Sec.-Treas. Ill. Div. L. A. W., 80 1-2, Seeley ave., Chicago. No vote will be counted bearing later postmark than July 28.

For Chief Consul, ...

For Vice " ... .

For Sec.-Treas., ...

For Representative. 1.....

" 2.....

" 3.....

" 4.....

" 5.....

Do not vote for more than five. Vote but once. Don't fail to vote.

Name.....

L. A. W. No..... Town .....

County .....

Club, if any .....

In accordance with instructions received at Business Meeting of Ill. Div. at Springfield July 4 last, I hereby appoint as Committee for Revision of Constitution of this Division, Messrs. B. B. Ayres, Charles Hansel and W. C. Thorne, and they are hereby instructed to be ready to report at Board of Officers' meeting of Ill. Div. L. A. W., to be held at Chicago, Aug. 25, as per announcement made before the meeting at Springfield, July 4.

Members of Ill. Div. are hereby notified that the committee appointed for the purpose of revising the Constitution of this Division will be glad to receive any suggestions that members may make.

Communications of this nature should be addressed to B. B. Ayres, Chairman, 150 So. Hoyne avenue, Chicago, and should be sent no later than Aug. 15.

Notice is hereby given to members of this Division that in connection with the meeting of the Board of Officers of Ill. Div., to be held at Chicago, Saturday, Aug. 25 next, there will be also a race meet in the afternoon at Cheltenham Track, at which time the Ill. Div. championship events will be run, notice of which will be given later. In thl evening all will join in a grand lantern parade, and on Sunday, Aug. 26, a run to Pullman, over the famous Pullman Road race course will take place. Dinner will be had at Hotel Florence, Pullman (finest in the country). All members are invited to come and spend two pleasant days with us, and those who are unable to come on Saturday should make it a point to be with us on Sunday. Captains of clubs are especially requested to help us turn out a large delegation, and exceed if possible in point of numbers the run of last fall, when we had nearly 300 wheelmen in line. Representatives and Local Consuls skould do their utmost to bring with them a delegation from their respective points, and the wheelmen of Chicago will promise the most hilarious time you have spent in many days.

N. H. Van Sicklen,
C. C. Ill. Div. L. A. W.

The Chicago Bicycle Club tender the use of their club rooms to the canvassing board, for the election of Chief Consul, Wednesday evening, August 1st, and to all Illinois Division L. A. W. members on August 25th and 26th. Richard E. Schmidt,
Secretary Chicago Bicycle Club.
103 Adams street, Chicago, Ill.

Racing Board.

The two and five mile bicycle State championships of New York will be run at the State Division Meet at Buffalo on Sept. 4, 6 and 8.

The Racing Board hereby awards to the New York State Division the following National championships: Three mile bicycle, ten mile bicycle and five mile tricycle, to be run at Buffalo on Sept. 4, 6 and 8.

The Racing Board hereby reinstates Mr. C. P. Adams as an amateur.

Gerry Jones, Chairman Racing Board.
Binghamton, July 13, 1888.

Annual Meeting of the Connecticut Division.

Upon invitation of the New Haven Bicycle Club, the regular annual meeting of the Connecticut Division L. A. W., will be held at the rooms of the said club in New Haven, on Wednesday, July 25th, 8 P. M. At this meeting a set of By-Laws, Rules and Regulations, consistent with the new League Constitution, will be adopted. This is a matter of great importance and every member should consider it his duty to be present. Under the guidance of the New Haven Club, the Division will have a run to East Rock Park and other points of interest, so be prepared and have your wheels with you, or you will miss an enjoyable part of the meet. After the business meeting the members will be entertained by the New Haven Club.

Fraternally, Louis A. Tracy, C. C.

Illinois Nominations.

On behalf of a large number of Chicago and Illinois riders, I nominate the following State ticket: Chief Consul, N. H. Van Sicklen; Vice Consul, H. G. Rouse (Peoria); Secretary-Treasurer, A. J. Street (Chicago); Representative (Chicago Dist.) Wm. C. Thorne; Representative (Central Illinois) T. F. Sheridan, Springfield. No. 2073.

The Illinois Cycling Club of Chicago wish to place the following ticket before the Illinois Division of the L. A. W., to be voted upon at the coming election: Chief Consul, W. A. Davis; Vice Consul, F. F. Sheridan; Secretary Treasurer, A. J. Street; Representatives, W. S. Reed, F. D. Corey, H. G. Rouse, Freeman Lillibridge, Robert White.

E. L. Ferguson, Sec. I. C. C.

Michigan Nominations.

The Detroit Bicycle Club places in the field and supports the following candidate for Division officers. For Chief Consul, B. J. Holcombe of Detroit, Vice Consul, Wm. Seyffardt of East Saginaw, Secretary Treasurer, A. E. Peck of Detroit. Representatives, J. E. Beal of Ann Arbor, Geo. W. Eddy of East Saginaw. Jas. Hume, Sec.

Maryland.

I hereby appoint the following L. A. W. Hotels: Ridgeville Hotel, Ridgeville, Md.; regular rates, $1.50; L. A. W., $1.00. River View House, Oxford, Md.; regular rates, $1.50; L. A. W., $1.25.

A. E. Mealy, C. C. Md. Div.

Baltimore, July 10, 1888.

Tennessee Nomination.

John S. Miller and eight members of the L. A. W. from Clarksville nominate Joseph R. Wilson, Jr., of Clarksville for Chief Consul.

Reinstated.

Geo. M. Hendee, having retired from racing and taken affidavit to that effect, is hereby reinstated as an amateur wheelman.

Wm. C. Hull of San Francisco, having retired from racing and taken affidavit to that effect, is hereby reinstated as an amateur wheelman.

Gerry Jones, Chairman Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 148—Total 136—10,626.

Boston, July 21st, 1888.

California Division—2—364.

San Francisco Bi. Club.

19796 Fonda, Harry S., 3011 Sacramento st., San Francisco

Unattached.

19797 Prindle, E. C., North Temescal

Colorado Division—1—46.

Denver Ramblers.

19859 Depvey, Frank, 1525 Lawrence st., Denver

Connecticut Division—8—430.

Danbury Wheel Club.

19778 Gath, Perry D., 257 Main st., Danbury
19779 Irving, J. G., 259 Main st., "

Unattached.

19860 Brownson, W. C., New Canaan
19861 Paterson, W., "
19862 Raymond, S. T., "
19863 See, W. S., "
19751 Holcomb, M. R., Plantsville
19764 Steadman, Willard G., M. D., Southington

Illinois Division—12—652.

Bloomington Bi. Club.

19805 Wakefield, Homer, 411 E. Washington st., Bloomington

Unattached.

19807 Kidder, W. D., Argenta
19864 Peck, Ferd S., 2259 Wabash ave., Chicago
19778 Gardner, W. V., Freeport
19799 Hunter, Will, "
19800 Kochsmeier, H. P., "
19801 Runner, Z. T. F., "
19802 Steussy, David, "
19803 Sunderland, Dr., "
19804 Wilhe, I. M., "
19808 Ricketts, Oscar J., Oakland
19806 Cadwallader, J. F., Springfield

Iowa Division—2—148.

Mt. Pleasant Wheelmen.

19830 Hill, J. S., Mt. Pleasant

Ottumwa Bi. Club.

19805 Brown, Benj. P., Ottumwa

Kansas Division—3—133.

Unattached.

19752 Kerr, Wm. [illegible], Burlington
19795 Corse, E. B., Baxter Springs
19766 Franz, Olen C., Galena

Kentucky Division—4—80.

Unattached.

19811 Pierson, Rob., Florence
19809 Ballenger, Jno., Maysville
19810 Simonds, Geo., "
19812 Winters, A. G., Paris

Maryland Division—4—420.

Baltimore Cycle.

19866 Horner, H. C., cor. Baltimore and Calvert, Baltimore
19837 Ditman, T. M. Jr., 1325 No. Eden st., "
19838 Reuter, F. O., 1602 Madison ave., "
19867 Whyte, Clymer, 9 E. Chase st., "

Massachusetts Division—11—1149.

Everett Wheel Club.

19813 *Kirkwood, Margaret*, 87 Waite st., Maplewood

Harvard Coll. Bi. Club.

19868 Bailey, Edw. A., 150 Highland ave., Somerville

Northampton Wheel Club.

19780 Sawyer, Chas. H., Northampton

Unattached.

19869 *Hodgman, Miss Edith M.*, No. 5 Warren sq., Jamaica Plain
19886 Lee, Thomas J., Brighton
19753 Morrison, J. R., 151 Bloomingdale st., Chelsea
19815 Kern, Thomas J., Leominster
19767 Nichols, J. Daniel, 20 Albany st., Lynn
19884 Wood, Frederick E., 1 Greenville st., Somerville
19814 Chancellor, W. E., 17 Harrington ave., Worcester
19885 *Hopkins, Mrs. Chas.*, Wellington

Michigan Division—16—292.

Detroit Bi. Club.

19870 Adams, Horace A., 95 Miami ave., Detroit

Grand Rapids Bi. Club.

19840 Grady, J. F., care Spring & Co., Grand Rapids
19841 Hain, G. L., 11 Clinton st., "
19842 Hovey, Chas. T., 20 Madison ave., "
19844 Idema, Frank H., 288 Lyon st., "
19845 Packard, Clayton, 205 So. Division st., "
19846 Phillips, E. O., Bissell Carpet Sweeper Co., Grand Rapids
19839 Smith, Harry D., Room 10, White's Block, Grand Rapids

St. Johns Bicycle Club.

19768 Marshall, Dennie, Box 52, St. Johns

Star Bi. Club.

19816 Steinfeld, L., 624 Cass ave., Detroit

Unattached.

19781 Jones, Chas. S., 28 Union st., Battle Creek
19783 Gibbs, H. M. R., Birmingham
19782 Whitehead, A., "
19843 Hyman, F., 143 Paris ave., Grand Rapids
19818 Arnold, N. P., Sand Beach
19817 Clarke, Geo. D., "

Minnesota Division—2—100.

Minneapolis Bi. Club.

19785 Stitcley, O. B., Windsor House, Minneapolis
19784 Wright, E. A., 300 3d ave., No. "

Missouri Division—8—321.

Mo. Bi. Club.

19824 Lawnin, Louis D., 3411 Morgan st., St. Louis
19825 Lynch, J. B. S., 2811 Chestnut st., "

Sedalia Cyclers.

19818 Clark, Ernest, Sedalia
19820 Faulhaber, Ernest, "
19821 Henney, Ernest A., "
19822 Hoffman, Fred. E. Jr., "
19823 Quisenberry, E. B., "

Unattached.

19751 Brown, Edgar Pearson, 319 B'dway, Hannibal

Nebraska Division—7—90.

Omaha Wheel Club.

19756 Creary, W. F., 1821 Cass st., Omaha
19755 Creary, H. C., 1821 " "
19757 Freeman, F. V., Om. Rubber Co., "
19758 Lathrop, J. H., U. P. Hdqrs, "
19759 Morris, W. J., " " "
19760 Redick, V. C., Bk. of Commerce, "

Unattached.

19817 Bucnz, Henry, Grand Island

New Hampshire Division—1—07.

Unattached.

19787 Larrabee, J. E., 29 High st., Portsmouth

NEW JERSEY DIVISION—3—666.

Hudson Co. Wheelmen.

19826 Boyd, Chas. D., 188 Newark ave., Jersey City

Unattached.

19762 Scholtz, Carlos A., Montclair
19761 Moore, Geo. E., Factory st. and Jackson ave., Rahway

NEW YORK DIVISION—19—2234.

Brooklyn Bi. Club.

19848 Crowell, S., 252 Carroll st., Brooklyn
18849 Mulqueen, T. F., 49 Willoughby st., "
19850 Sheldon, G. R. Jr., 57 Clark st., "
19851 Turner, C. P., 504 Bedford ave., "
19852 Van Antwerp, H. L., 43 So. Elliot pl., "
19853 Consingsby, F., 241 B'way, New York City

Brooklyn Ladies' Tri. Club.

19872 *Oakey, Mrs. F. W.*, 177 Schermerhorn st., Brooklyn

Manhattan Bi. Club.

19871 Clemens, Chester E., 111 W. 62d st., New York City

N. F. Bi. Club.

19827 Cole, E. J., Niagara Falls
19828 Gassler, W. F., "
19829 Swan, L. W., Suspension Bridge

Pathfinders.

19770 Ayres, Chas. A., Phoenix Mills

Riverside Wheelmen.

19786 Stitt, Edward W., 230 W. 154th st., New York City

Unattached.

19854 Morehouse, Wilmot L., 370 Clinton st., Brooklyn
19831 Cox, Robert L., 550 Swan st., Buffalo
19771 Munger, Fred Allen, 78 Montgomery st., Newburgh
19830 Morrill, Rev. Alva H., Stanfordville
19873 Cassidy, J. H., 8 Woodford st., Syracuse
19855 Tyler, Fred G., 76 River st., Troy

OHIO DIVISION—14—845.

Conneaut Wheel Club.

19877 Rice, P. A., Conneaut
19787 Stoke, C. B., "

Massillon Wheel Club.

19833 Wefler, Simon F., Massillon

Richland Ramblers.

19788 Statler, G. W., P. M., Mansfield

Unattached.

19791 Marvin, J. Clinton, Andover
19875 Brown, W. T., 271 East Town st., Columbus
19790 Peters, G. T., Park and Russell sts., "
19789 Ranney, S. E., 102 Lincoln st., "
19876 Jones, Fred T., Deposit Banking Co., Delaware
19874 Cristy, Rev. Albert Barnes, Hudson
19832 Jarvis, Kent, Massillon
19792 Post, S. J., Ravenna
19772 Reesor, W. H., Springfield
19856 *Farrar, Miss Fanny T.*, 913 Madison st., Toledo

PENNSYLVANIA DIVISION—15—1341.

Erie Cycling Club.

19834 Black, Geo. I., 134 West 7th st., Erie

Nursery Wheelmen.

19773 Brigham, T. B., Franklin
19774 Grimm, E. F., "
19775 Keen, J. P., "
19776 McCalmot, J. O., "

Tioga Cycling Club.

19793 Jones, Edw. B., 1718 Ontario ave., Philadelphia

Unattached.

19879 Ewing, David Q., Canonsburgh
19777 Heft, G. Stanley, cor. 2d and Spring Garden, Easton
19878 Davis, Frank H., 8 Willow ave., Germantown
19858 *Welch, Miss Kate W.*, 216 E. Chelten ave., Germantown
19857 Harper, Robert, Glen Mills
19763 Freeston, W. E., 4939 Germantown ave., Philadelphia
19835 Kantz, T. C., Selinsgrove
19880 Kanolt, Chas. H., Susquehanna
19794 Spiers, I. H. B., Wayne

VIRGINIA DIVISION—2—100.

Old Dominion Wheelmen.

19881 Routt, A. M., 117 E. Main st., Richmond
19882 Wayt, H. R., care C. & O. R. R. Offices, "

WEST VIRGINIA DIVISION—1—32.

Unattached.

19795 Bower, E. O., Box 242, Parkersburg

WISCONSIN DIVISION—1—82.

Unattached.

19883 Evans, K. S., cor. 36th and Grand ave., Milwaukee

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No.	Size. In.	Make, Finish, etc.	Cost.	Price.
1	48	Humber Light Roadster, new, full nick. ex. Rims, B. P., C. Hbars	$147.50	$90.00
2	48	Humber Light Roadster, new, Trig. Ball Head, B. P.	150.00	110.00
6	54	Humber Lt. Rdster, new, B. P.	145.00	90.00
8	56	Humber Lt. Rdster, new, B. P.	147.50	90.00
10	56 1-2	Humber Racer, B. P.	140.00	45.00
11	57 1-2	Humber Racer, B. P.	140.00	45.00
12	58	Humber Racer, B. P.	140.00	45.00
13	30	Ideal, new	25.00	18.00
17	44	Ideal Racer, new	45.00	36.00
27	56	Premier, Hollow Forks, Balls all around C. Hbars, nick. ex. Rims	142.50	58.50
30	58	Expert Columbia, '85 pattern, C. Hbars	135.00	45.00
31	58	Expert Columbia, '85 pattern, full nick. C. Hbars	145.00	58.50
32	53	Rudge Racer, C. Hbars, ball pedals	140.00	40.50
37	50	American Club, nick. ex. Rims	150.00	67.50
40	48	American Club, Balls all round, Lillibridge saddle, nick. ex. Rims	145.00	54.00
43	54	American Club, nick. ex. Rims	155.00	67.50
44	54	American Club, Balls all round, nick. ex. Rims	150.00	67.50
45	52	Duplex Hollow Forks, balls to both, full enamelled,	125.00	40.50
47	54	Victor Light Roadster, '87 pat. good as new, ball pedals	135.00	85.50
50	59	Spalding	150.00	54.00
50a	50	Yale, nick. B. B. and Forks, Double Grip Handles, Balls both	140.00	63.00
54	36	Kangaroo. Balls both, new rubbers	140.00	36.00
58	40	Humber Cripper Tricycle, bran new, latest pattern	180.00	160.00
58a	40	Humber Cripper Tricycle, Hollow Rims, Ball Pedals	180.00	85.50
59	40	Humber Cripper Tricycle, good as new, latest pattern	180.00	135.00
61	40	Humber Racing Tricycle, weight 48 lbs., elegant road machine	180.00	67.50
62	36	Humber Racing Cripper, weight 38 lbs., do for light road use	180.00	81.00
63	40	Sparkbrook Cripper Tricycle, 26 lbs., steerer, fine order	180.00	76.50
64	44	Traveller Tricycle, for gentlemen only	180.00	67.50
65	48	Victor Tricycle, 1886 pattern	125.00	58.50
66	50	Columbia 3-Track Tricycle	160.00	45.00
74	46	Meteor Tandem Tricycle, strong, durable machine	225.00	67.50
75	46	Meteor Tandem Tricycle, strong, durable machine, fine shape	225.00	90.00
77	34	Gendron, new	19.00	9.00
80	48	Victor, 1886 pattern, fine order	122.50	67.50
84	52	Victor, 1886 pattern, fine order, Lillibridge saddle	127.50	76.50
85	54	Victor, 1885 pattern, fine order	130.00	76.50
86	54	Victor, 1885 pattern, fine order, Nick. backbone and forks	140.00	81.00
87	54	Victor, 1886 pattern, fine order, Nick. backbone and forks	140.00	76.50
90	52	Expert Columbia, 1884 pattern, Nickel all over.	145.00	67.50
91	52	Expert Columbia, 1885 pattern, Nickel all over, C. Hbars, ball pedal	145.00	67.50
92	52	Expert Columbia, 1887 pattern, Nickel all over, Spade handles, new	145.00	100.00
93	54	Expert Columbia, full nick. C. Hbars, ball pedals	147.50	67.50
94	53	Columbia Light Roadster, 1886 pattern	147.50	67.50
97	50	Light Rudge, Nickel B. B. & Fks., Ball Ped	145.00	54.00
98	52	American Rudge	110.00	58.50
99	56	Light Rudge, Ball Ped.	147.50	67.50
102	52	Harvard, Nick. B. B. & Fks., Balls both, Hollow new tires, Lillibridge saddle	147.50	54.00
104	54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle	135.00	58.50
105	54	American Club, Nickel, except Rims, C. Hbars, Ball pedals	147.50	67.50
106	54	Coventry Champion, Hollow forks, Balls to front, new tires	115.00	45.00
107	56	British Challenge, nick. except Rims, Balls to both, Dropped Bars	147.50	58.50
108	60	Coventry National, Nick. except Rims, Balls all round, Hol. Rims	160.00	40.50
109	42	Standard Columbia, Balls to front, A1 order	90.00	30.00
110	48	Special Star, latest style, equal to new	115.00	67.50
111	50	Standard Columbia, old style, good, strong machine	90.00	30.00
112	50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad	125.00	35.00
113	50	Standard Columbia, nick. ex. wheels, balls, drop bar	110.00	35.00
114	50	Humber Light Roadster, fine order, Ball pedals	140.00	70.00
115	50	Sparkbrook, splendid order Ball pedals	125.00	80.00
116	32	Rover Safety, fair order, Ball pedals	140.00	60.00
117	51	Special Star, Balls and Rollers, Hollow all through, fine	142.50	75.00
118	55	Light Rudge, Ball ped., nick. except wheels, Lillib. saddle	147.50	60.00
119	56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1	145.00	70.00
120	44	Humber Tandem, Crypto-Dynamic, 2-speed gear, fine order	325.00	160.00

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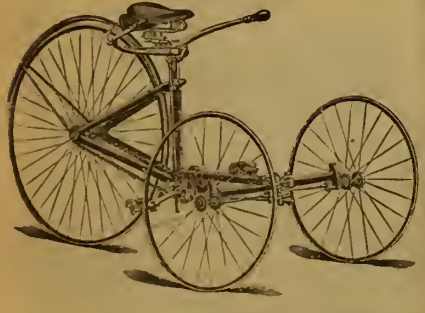
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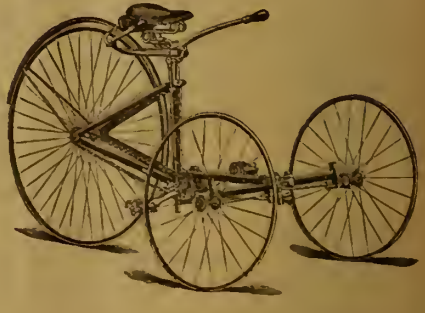
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BOSTON, 27 JULY, 1888.

Volume XVII.
Number 13.

Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.

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BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash $40. 4 Rudge Tandems, perfect condition, $65. Humber Tandem, most new, $125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, $175. CAPITAL CYCLE CO., Washington, D. C.

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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BEFORE BUYING,

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Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

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Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, $140; new this spring; will sell for 125, as I want a larger wheel. "X.," care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

$45 BUYS a 56-inch British Challenge Bicycle; in good condition; can be seen at Bidwell's, No. 313 W. 58th st. Address N. MACY, P. O. Box 3737, New York City.

NO. 1 SPRINGFIELD ROADSTER, $65.00. Entirely new; never been ridden; a bargain. H. D. SWEET, 124 Congress st., Troy, N. Y.

SPRINGFIELD ROADSTER—Used by owner 3 weeks; 50-inch; will sell for $60 cash. AUSTIN CHESTNUT, care J. L. Crider, Huntington, W. Va.

FOR SALE—58-inch Victor Light Roadster; tangent spokes; 1888 machine; very little used; perfect condition; rare bargain. For further particulars address C. A. SATTLEY, Taylorville, Ill.

WILL SELL CHEAP—Good Victor Tricycle; also Victor Safety Bicycle, but little used by careful riders. 555 North 17th st., Philadelphia.

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FOR SALE—Splendid Rudge Royal Crescent Tricycle; slightly worn; hollow rims; ball bearings; geared to 56-inches; Weight 70 pounds. Address C. H. POTTER, 104 Superior st., Cleveland, O.

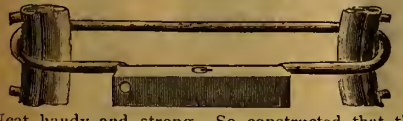
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FOR SALE—A genuine Beeston Humber Tandem in first-class shape; 1887 pattern; ball bearings all but pedals; *sacrificed* for $125; cost new $260; reason for selling, no time to ride. Address J. E. SEARLES, Little Falls, N. Y. Will send for inspection.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $55; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

THE "BEST" BICYCLE LOCK.



Neat, handy and strong. So constructed that the strain comes on wire at right angles to lock, and cannot be pulled apart. Price $1.00.

WHITTEN & CO., Providence, R. I.

$3.00 Per Pair.



$3.00 Per Pair.

TOULMIN'S BUFFALO BICYCLE SHOE

is the only Genuine Kangaroo Shoe ever sold for $3.00 Per Pair.

All other $3.00 Sicycle Shoes are **Not Kangaroo**, but cheap imitation.

Liberal discount to club and Bi. Agents.

Send for Circular and rules for self-measurements.

W. B. TOULMIN, 77 Seneca St., Buffalo, N. Y.

FOR $40

YOU CAN BUY A RUDGE RACER

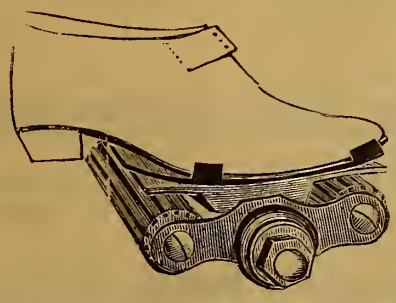
We have on hand a few **New Rudge Racers,** which we will sell for **$40.**

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for $25. First come first served.

Address

STODDARD, LOVERING & CO.,

148 Congress Street, BOSTON,



CARTER'S ANTI-PEDAL SLIPPER.

This article is made of very light steel to clamp to the sole of the shoe, with a rubber cushion beneath which fits between the rubbers of the bicycle pedal. It effectually **PREVENTS THE FOOT FROM SLIPPING** while speeding or climbing grades. At the same time **THE FOOT IS PERFECTLY FREE** in case of dismount or header.

PRICE $1.50 PER PAIR.

W. B. EVERETT & CO., General Agents,

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This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. **50c. each.**

CUSHMAN & DENISON,
144 and 146 Greenwich street, New York.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

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SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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First Annual Race Meet

—OF THE—

BINGHAMTON

Wheel Club

AT RIVERSIDE PARK,

THURSDAY, AUG. 2d, 1888.

RACES AT 2.30 P. M.

A SPECIAL RACE

Between Miss Jessie Oaks, Champion lady rider of England, and Miss Elsie Von Blumen, champion of America, for a purse of $150.

Greatest Race of this kind ever held in this Country.

Entertainment at the Opera House in the evening. Excursion rates on all railroads entering the city.

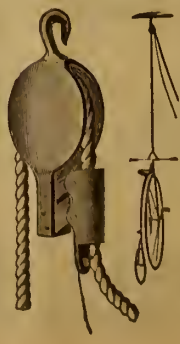
Entries close July 30, 1888. Address all communications to

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The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary.

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LINCOLN HOLLAND & CO.,
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TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

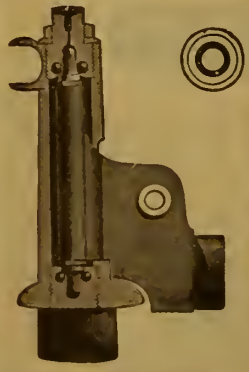
Not a Broken Backbone Last Year!



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

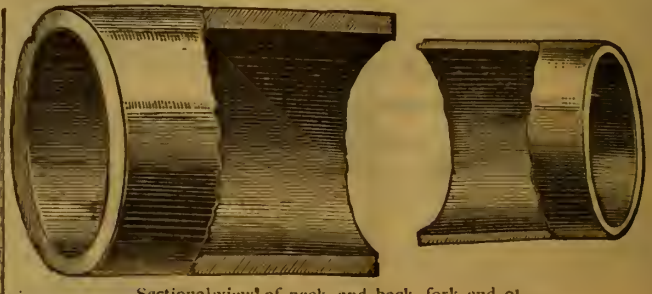
Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.

Specialties Found in No Other Wheel.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 JULY, 1888.

THE sentence of one month's imprisonment and $200 fine, imposed by Judge Montgomery, on Chase for the killing of Prof. Paul, has justly raised the ire and indignation of Washington wheelmen. We are not vindictive, but the punishment is so trivial in comparison to that justly deserved, we cannot refrain from expressing our astonishment.

WE are aware that every organization has a right to formulate its own rules and run its own affairs. While we admit this we also claim the right to fairly criticise any rulings or decisions that to us seem "queer."

In May last the New York and New Jersey Road Racing Association held its annual team race, the result being a tie between certain members of the Kings County Wheelmen and the team of the Hudson County Wheelmen. The tie was ordered to be run off, and by some system of reasoning it was ruled that the changing of the *personnel* of a team would be permitted.

We have given the matter a good deal of thought and we can only come back to the conclusion that if the ruling of the association is correct, then in a supposed case of a dead heat between Rowe and Howell, the run off could be decided by a race between Wood and Crocker.

For our part we think that the association should have insisted that each club present the same men at the start for the run off as they did in the race of May 30 last. This ruling might "work hard" in some cases, but it is none the less sound justice.

WHILE on the subject of "queer rulings" we cannot help alluding to that of the Orange Wanderers' races in the case of admitting Johnson, a member, and Wolcott, a non-member, on a *tandem* bicycle to compete in a *bicycle* club race. A perusal of our account of this race to be found in another column is worth reading. It seems that permission to start the tandem with Johnson and Wolcott "up" was procured from the other contestants *before* the race and that the protest came after the race. We think the following reasoning made by the tandemons is one of the funniest in the history of cycle racing: "Mr. Johnson is the one to whom the medal belongs, Mr. Wolcott being simply an aid to Mr. Johnson. *The team did not win the race it was Mr. Johnson.*"

The italics are ours. Now if Mr. Wolcott merely went as ballast to "aid" Mr. Johnson from capsizing, why that puts another face on the matter, but if Mr. Wolcott worked his legs and tested his wind in "aiding" Mr. Johnson, then we think it unkind to belittle the "aid's" efforts and give *all* the glory to Mr. Johnson. It is a very funny mix, and we thank the Orange Wanderers for giving us a little harmless amusement.

OFFICERS OF THE BUFFALO TOURNAMENT.

GENERAL Director—Henry E. Ducker, Buffalo, N. Y.

Referee—Howard P. Merrill, Springfield, Mass., cycle editor of the *Union* and Referee of Rowe's rides against time.

Judges—T. J. Kirkpatrick, President L. A. W., Springfield, Ohio; Geo. R. Bidwell, Chief Consul New York, New York City; W. S. Bull, Vice President L. A. W., Buffalo, N. Y.; Chas. H. Potter, L. A. W. Racing Board, Cleveland, Ohio; Harry H. Hodgson, Chief Consul Louisiana, New Orleans, La.; C. H. Luscomb, Park Commissioner, Brooklyn, N. Y.; Thos. Stevens, Round the World cycler, New York City; Chas. A. Pyne, Manager Woodstock A. A. A., Ontario, Canada.

Starter—Geo. M. Hendee, champion of United States for 1883, 1884 and 1885, New Haven, Conn.

Timers—J. H. Isham, Buffalo Bicycle Club, Buffalo, N. Y.; H. D. Corey, Massachusetts Bicycle Club, Boston, Mass.; and three others to be named.

Clerk of Course—Will L. Fuchs, Ramblers Bicycle Club, Buffalo, N. Y.

Assistant clerks—Albert F. Reiman, Ramblers Bicycle Club, Buffalo, N. Y.; W. O. Graham, Ramblers Bicycle, Buffalo, N. Y.

Scorers—Louis Bruch, John Hauenstein and C. G. Wanenmacher, Ramblers Bicycle Club, Buffalo, N. Y.

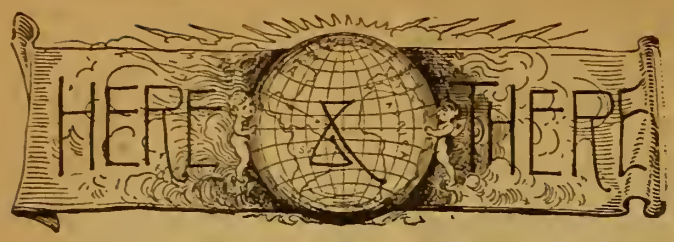
Police—John J. Wirtner, Edward F. Dold and Frank R. Schwinn, Ramblers Bicycle Club, Buffalo, N. Y.

Umpires—Geo. C. Laub, Otto Schmidt, Andrew L. Prentiss, Geo. C. Kempe, S. J. Kelley, and Jos. J. Kane, Ramblers Bicycle Club, Buffalo, N. Y.

Press—Louis H. Rathmann and Geo. J. Buchheit, Jr., Ramblers Bicycle Club, Buffalo, N. Y.

"WHEN doctors disagree," etc. The *Wheel and Cycle Trade Review* seems to think that the *Bi. News* back-down on the record question is "fair minded and manly." We, on the contrary, expressed ourselves otherwise. All credit is due Mr. Prial for his successful efforts, but the names of the officials were appended to the account of the events, and certainly the editors of the American cycling press had vouched as to the reliability of the timers and checkers.

HELLO! here's work for the L. A. W. Racing Board: "There are more professional athletes in Oregon than there are in any three States in the Union. Every man (and there are seventy of them) who took part in the late Fireman's Tournament is a professional athlete in every branch of sport, for the simple reason that they competed for cash prizes; also competed against professionals. We could publish a list of several hundred professionals in this State, in fact the woods are full of professional wheelmen, sprinters, rowers, jumpers and athletes generally."—*Siftings.*



BUFFALO.

"MERCURY."

The Ramblers' World's Tournament continues to be the leading topic among cyclers and others. Bills are being posted in and about the city and in neighboring towns proclaiming the coming of the leading lights of the cycling world. The track is nearing completion, and every day brings in a rider who will get himself in trim to try his speed with other flyers for September. Large crowds visit the track daily, watching the progress of the work. The Ramblers have invited the racing men training in this city for the tournament to make the Rambler Club rooms their headquarters during their stay in the city.

The Ramblers' raffle for an American Light Champion took place July 7th, N. G. Armstrong holding the lucky number, 161. Quite a handsome sum was realized.

Among the local wheelmen who will try conclusions next September are: A. G. Schack, Dan'l Milly, W. B. Toulmin, Campbell brothers, Frank Holland, F. A. Brinker, Edw. Dole, Geo. Laub, Edw. Dietzer, E. G. Messing, and others.

An amusing application for space at the coming exhibition was shown me the other day. It had this statement among others: "My occupation is Saloon and Dancing Hall." Arrangements are now being made to exhibit this "curiosity" during the world's tournament.

The annual 100-mile road race for medals offered by the Bicycling World, to be run on September 7th, will have quite a number of participants. The more, the merrier; so let 'er go, Gallagher. A better road than the one between Buffalo and Erie for such a race can't be found.

The Ramblers Bi. Club, under the command of Captain Hauenstein and Lieutenants Edw. Dietzer and W. O. Graham, captured first prize for drilling at the Aurora Fair tournament. Campbell won first prize in the free-for-all race, and Toulmin won first prize in the novice race. Both are members of the Ramblers Bi. Club.

The cycling editor, in a recent issue of the Sunday *Express*, doubts the truth of my statement, "The Ramblers will have exclusive use of the track after the tournament." I refer him to Henry E. Ducker, a member of the Ramblers Bi. Club, and manager of the Ramblers' World's Tournament, who made that same statement. The Ramblers, with their usual liberality, will no doubt invite the Buffalo and other clubs to use the track.

At a meeting of the Buffalo Club a resolution was passed inviting the members of the Ladies' Bicycle Club to hold their meetings at their club house, and also resolved to tender the ladies the privileges of the club house and gymnasium exclusively between 9 A. M. and 12 M. daily. The invitation was accepted with thanks. I predict a prosperous future for the Ladies' Bicycle Club, and say with old Rip Van Winkle, with a slight modification, "May it live long, and prosper."

NEW JERSEY NOTES.

"RATCHET."

You make a slight error, Mr. Editor, in saying that the teams which run off the tie in our road race were identical with those which started on Decoration Day, except that Eldridge, of the Hudsons, took the place of Baggott. The Decoration Day teams were Kluge, Baggott, Stenken and Gubleman, for the H. Co. W., and T. J. Hall, T. L. Wilson, T. Beazley and W. C. Marion for the K. Co. W. On the Kings Co. team Harry J. Hall, Jr., took the place of W. C. Marion. These two changes will cause the sporting world to grin whenever any of its members are asked how a tie should be decided. The next thing in order will be, when Maud S. and Jay-eye-see have trotted a dead heat, to put Howell and Rowe on the track to decide which horse is entitled to the race,

Mr. and Mrs. Charles Burkhalter and Dr. and Mrs. R. M. Sanger, of the Orange Wanderers are to take a three weeks tandem trip in Northern New York and the Adirondacks. The whirling wheels will be set in motion at Troy, N. Y.

Raymond G. Hopper of East Orange has gone to the Adirondacks for a three weeks' stay.

The Hudson County Wheelmen will run to Eagle Rock to witness the Wells-Greenwood climbing contest.

Mr. and Mrs. E. M. Brewster and Mr. and Mrs. E. M. Allen of Walnut Street, East Orange, took an all-day tricycle run to Long Branch, on Saturday, (21).

The chances in the Wells-Greenwood contest on Eagle Rock, which take place on Saturday (28) are being pretty freely discussed and very slight odds are offered on either man.

Joseph Davis, of Davis Brothers, the popular Orange and Newark caterer, who is well known to cyclers, will sail for Europe, August. He will be abroad about two months in search of rest and recreation.

J. N. Cornwell, of Pamrapo, and one of the Hudson County Wheelmen, recently made an extended tour through Pike County, Pa., and from Port Jervis to Dingman's Ferry. The latter trip was made via. the State natural macadamized road.

A Royal Salvo ladies' bicycle, which was on exhibition in a Newark window for a week or no, attracted a great deal of attention from the fair ones. It will not be many moons before our Newark and Orange ladies will throw over their three-wheelers and take to the bike.

Now that our "chewing gum" flyer from Washington has returned to his native heath, A. B. Rich is said to be training for a fresh appearance on the racing track, and Kluge and Windle are in the pink of condition, the cycling world ought certainly to be treated to some fine amateur racing this fall.

The opinion of the "knowing ones" is that Kluge has purposely allowed himself to be defeated in his races this season, intending to spring the "whirlwind act" on the public at the big fall meetings. On one point all are agreed, and that is that if Crist cannot beat 2.34 he will not take Kluge's scalp.

The most extended trip taken by any of the members of the Hudson County wheelmen this season, was arranged for a party of four, and included a trip up the Hudson, across to Rutland, Vermont, and thence through the Berkshire hills and the Connecticut Valley home. George Earl, one of the party, could not get away, but Theodore Merseless, Dr. Benidict and Dr. Eveland, started on Wednesday (18) at five o'clock, and have been heard from frequently. They are having a good time, and will reach home on Saturday (28).

ST. LOUIS.

"LINNEUS."

Klipstein and the Little Nicol Base Ball Club got back from their trip to Lake Maxinkuku last Saturday, bringing with them a fine set of photographs of the entire party in various picturesque attitudes. Klip. states he had a grand time, and is lavish in his praises of the treatment received at the residence of H. H. Culver, Esq. On the way home the party stopped at Effingham, Ill., and took in the races there. Of course the "Only" had to give an exhibition of fancy riding, and was introduced as "Professor" Klipstein, which title has stuck to him ever since. The Culver mansion is surrounded by a large plot of ground, and the proprietor promises to lay out a five-lap cycle track thereon, in fact the track already exists—on paper in Klip.'s office.

Walter Wylie, ex-Captain of the Cycle Club, was taken down with typhoid fever some weeks ago and for a time was very low, but is now on the road to recovery. E. N. Sanders, the present Captain, visited him last week, and as a consequence was also stricken with the disease, and I understand is a very sick man.

E. A. Smith, if he keeps up his present gait, will surely capture the Missouri Club's cup for mileage again this year, and it will become his property, having been won twice in succession. I understand he is keeping up his riding in a way that will bring each month's aggregate near four figures. He will also accompany Percy Stone to Buffalo, and take part in the amateur events.

E. N. Mayo was run over by a farmer about a month ago on Solomon's Hill. His cycle was smashed and he sustained bodily injury. His father at once brought suit for damages and a few days the suit was compromised for $200, and the granger agreed to buy a new cycle for Mayo. This is indeed a big victory for our wheelmen, and the road hog will in future be more careful in running down cyclers.

THE hot weather and the absence of Captains Sanders and Lewis have had the effect of keeping riding way down to the minimum the present month. Hal Greenwood truly stated to the writer some time ago that if the boys did not get up and shake themselves the riding reputation of St. Louis riders would suffer. Great things were expected of Ab. Lewis when he was made Captain, but for some reason he never succeeded in getting the men on the road in the way ex-Captain Brewster did. The Missouri Club's Mileage Committee is in a bad way also in as far as reports are concerned, not one report having been made since the committee was appointed.

HAL GREENWOOD, the present champion hill climber, leaves for New Jersey to-night to engage in the second series of hill-climbing races with John A. Wells. In this connection I wish to state that I got the following reply relative to the length and grade of Kimmswick hill from Surveyor Dover. I think, however, he is mistaken as to the hill meant, as Kimmswick Hill is way beyond Antonio: "Dear Sir: I examined the profiles of the hill north of Antonio and find the grade shown by profile to be nine feet; length of hill, 1100 feet. I was not commissioned when that road was built, it has been worked and patched up considerably since, so that it is not a regular grade now, but the profiles show nine feet to the hundred." I will write again and try to get the desired information. This man is mistaken. This is not Kimmswick Hill.

PENNSYLVANIA.

"ARIEL."

HAGERSTOWN loses an enthusiastic wheelmen and a royal good fellow in the removal of Mr. Wm. H. Dotter from that delightful little town to this city, last week. The Hagerstown club elected Mr. Dotter an honorary member and gave him a rousing sendoff, with a large delegation at the station to bid him farewell. Rumor has it that not a few of the Hagerstown girls would like to have been there, too, had they only dared. Now, that Will and John are together again, the "two D.s" on the road will be a familiar sight, as of old, needing only Potter to complete it.

WONDERFUL are the changes which one year can make. Of the seven members of the Ariel Wheel Club, who rode to Washington and the Maryland Division Meet, last June a year ago, but one remains in Reading—Hoffman. Collins is in Newark, ex-Captain Smith is in Detroit, Potter is cussin' the roads around Streator, Illinois, and W. H. and J. C. Dotter and Crowther are in Philadelphia.

LARGE delegations from all the local clubs wheeled to Norristown, yesterday, visiting Camp Adam Slemmer of the First Brigade, at that place. Fully fifteen thousand people from this city went up to camp yesterday, and the cyclers had to pick their way. Pennsylvania and the Century had the largest representation, of course, but all the clubs were there. Mine host at the hotel had his hands full, and lucky was the man who was fed at the first table. The weather was beastly hot and "dripping at every pore" was no misnomer.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

IT is becoming more and more certain as the season advances that this is the monumental year in the history of cycling, as far as records go. Hardly a week has passed, in the course of which we have not had more or less rain, and the roads, especially on Long Island, have never been known to stay rideable so far into the summer.

KINGS COUNTY WHEELMEN are down for a run to Pompton, N. J., for next Sunday under the pilotage of Messrs. Hobson and Douglass.

THE Brooklyn Bi. Club have 34 names down to visit Massapegua tomorrow night to participate in the hop tendered them by the management of that already popular resort.

"WILL" BUNTING, a former prominent member of the Massachusetts Bi. Club, and one of Captain Peck's party of New York tourists last July, is living in Flushing this summer, his business having called him to the metropolis to reside. The rumor that he, when young, was the original "Baby Bunting," is erroneous.

THE Manhatten Bi. Club held a very successful anniversary reception at their new club house in West 70th Street last Friday evening. After an address by their President, Mr. J. M. Warick, a literary and musical programme was rendered, followed by dancing and a collation. The Manhattan's home is a model of neatness and convenience, and is situated so near to the Riverside Drive as to be practically on that famous thoroughfare.

THE race meeting of the Huntington Bi. Club, which takes place August 3d, will attract a large number of wheelmen from the twin cities and elsewhere. The headquarters will be the Huntington House, kept by popular Jesse Smith. You can get one of the finest dinners on the island for 50 cents. The races will commence at 1.30 P. M. Following is a list of the events: Half-mile dash, one-mile novice, two-mile, 6.45 class, one-mile, open, one-mile, Club Championship, three-mile handicap, open, three-mile team (3 men) open, consolation. After the races a ball match will be played, between the Suffolks, of Huntington, and the Cuban Giants.

KANSAS CITY.

"MENTOR."

KANSAS CITY is to have a two-days tournament this fall, the latter part of September. It will be under the care of the Exposition management and will be given in connection with the Exposition. The United Wheelmen will have charge of the meet. The track is to be constructed, and it is stated that it will be a fast one. The prizes will be liberal, and every inducement will be offered to secure a big attendance of wheelmen. The United Wheelmen will entertain the visitors. At the last meeting of the club Messrs. L. S. C. Ladish, J. A. De Tar and Harry G. Stuart were appointed as a commitee to represent club in all matters regarding the races. Mr. Ladish was formerly editor of the *American Wheelman* and has successfully conducted two road races at Clarksville, Mo. The above is a sufficient guarentee of the success of the coming tournament.

AN effort will be made to have the Missouri Division hold its annual meeting in this city during the races. If it meets here, arrangements will be at once made for the entertainment of the additional wheelmen.

EVERYBODY is delighted with the idea of having a race meeting here and the flyers state they go into active training Aug. 1.

ALL the races will be short, one mile and under, with the possible exception of a three mile state championship. The programme will be made up of every variety of races.

THE United Wheelmen have formed a drill corps for the purpose of giving an exhibition during the race meet.

PROGRAMMES of the meet will be forwarded to Wneelmeu in Iowa, Missouri, Arkansas, Nebraska, Kansas and Colorado in a very few weeks, and will give in detail the events of the meet,

SHOULD anyone want immediate particulars of the meet, address L. S. C. Ladish, United Wheelmen, 816 Central Street Kansas City.

NEW ORLEANS.

"BI."

OUR Liberty Bill got as far as the Judiciary Committee and there it died, died without one friend to ease its expiring spasms. But such is life! The rural members of the committee couldn't see the necessity of a law for "them 'air velocipees," and killed the bill deader'n Hector, with naught but the discomforting epithet, "useless legislation," tacked to its headboard. This blow is all the harder to bear because of its unexpectedness. Everything betokened a safe and easy voyage for the bill through both houses, and it was with a sad, sad heart that the news came to us. But we are not discouraged. Two years hence, at the next session of the Legislature that same little bill will be brought up, and if it's in us, we'll put it through or know the reason why. Two years is a long time to wait, but you have heard it before, that "everything comes to him who waits." We'll wait.

THE twenty-four-hour fever has broken out again, and several aspiring ones are billed to give the present local record of 166 miles the go-by before many moons have waned. J. W. Dodge led off on the 21st.

THE State sub-division held a meeting last week and recommended the present able incumbent, Harry H. Hodgson, for another term at the Chief Consulcy, and also took steps looking towards the holding of our regular September tournament.

NEW ENGLAND.

"THE JOTTIST."

PRESIDENT C. A. UNDERWOOD of the Jamaica Plain Cycle Club is to be congratulated on the safe arrival of a prospective tricyclist. She is yet too young to take her first lesson, having only made her formal entry into this world of woe about a week ago. We are happy to state that Mrs. President Underwood and the young lady are doing nicely. The President

himself is happy and properly proud. We extend to all concerned our heartiest congratulations.

COTTAGE CITY, Massachusetts Division, August 2, 3, 4.

THE Hyde Park Club are going to have a cycle tournament at the Readville trotting track August 25.

MR. AND MRS ELLIOT MASON are touring through Connecticut on a tandem. They are expected in Great Barrington during this week.

NEWS from the Cambridgeport Club, dated on board the Fleur de Lis at Digby, N. S., July 20, reports "all well and having a fine time."

THE path between Holyoke and Northampton is nearly finished. It will cost $600, all of which has been subscribed and paid. Pope and Overman between them subscribed $100.

THE wheelmen located at Warren and Bristol (R. I.) have had a fine path laid between the two towns which is about three and a half feet wide. The expense was shared equally by the two clubs.

KENNEDY-CHILD is back in Boston and his old friends are glad to see the versatile youth. We understand "the Child" has accepted a position with a Boston concern, and will make his home here in the future.

WHILE Mr. E. A. Black of Frankline Falls, N. H., was strolling along the sidewalk of that town he was run into by a sidewalk fiend. Mr. Black was severely bruised and a cane he carried was smashed to atoms. We are sorry to say we cannot chronicle the arrest and punishment of the rider.

THIS is the last issue that will reach our Massachusetts Division Meet at Cottage City. We append below the excursion fares to Cottage City *and return*. Boston, Lowell, Fitchburg and Framington $2.50 round fare. Walpole $2.30 round fare. Attleboro' $2.00. See our issue of July 13, page 225, for particulars.

REV. L. H. HALLOCK, of Portland, Me., while riding on his bicycle on Commercial street, last Tuesday, had a narrow escape from death. By some means he got on to the Grand Trunk track in front of a train that was coming along. By throwing himself off his machine he managed to clear the track, but the picycle was run over and demolished. The railroad track is not the safest place in the world to indulge in cycling.

THE members of the Boston Bi. Club that went down on Saturday to Great Head Mass. report the most hospitable treatment at the hands of their entertainers, the members of the G. H. Yacht Club. The club-house was handsomely decorated, and nearly 300 of the cottagers of the vicinity participated in the dancing. Rain prevented the water excursion. Sunday a dinner was given, at which Kennedy-Child presided. The toast to the "clubs," proposed by Dr. Kendall, was heartily applauded, Speeches were made by Messrs. Chadwick, Robinson, Tombs and others.

NEWS AND COMMENT.

W. WOOD has been interviewed by the press in regard to the charge made by Rowe that Wood, while riding his match races with the Lynn man used foul language. Wood denies the charge, but admits that in the excitement of the last lap and under the impression that Rowe was riding wild, he possibly *did* use strong language. Mr. Wood's charge that the accusations of Rowe were instigated by feelings of disappointed and "defeated man," come with a poor grace, from the fact that Rowe had just beaten Wood when he was knocked over.

BINGHAMTON, N. Y., tournament August 2 (see advertisement).

MORGAN and the American team will sail August 11 from Liverpool on the Steamer Urania.

ROWE will leave for Buffalo at once. He will be in charge of Fred Alley as trainer.

THE parties who stole the tandem from W. W. Frisbie of New York have been caught and are under arrest.

FRED WOOD and Temple will come together at Leicester July 28th in a quarter-mile, half-mile and one-mile race.

MESSRS. FLEMING and Bromly, the Philadelphia to Indianapolis tourists, report progress, but bad roads in some sections.

GEORGE B. THAYER has arrived in Scotland. He ran across James G. Blaine and the Carnegie coaching party.

THE date of the Michigan L. A. W. Division meet at Grand Rapids has been changed from August 11th to August 18th.

GEO. HENDEE is once more an amateur with partial privileges, he having agreed to abandon the racing path for good and all.

CYCLING in Baltimore has experienced a boom since the meet, and the application for club membership is larger than ever before known.

HOWELL has been presented with a handsome gold medal by Mr. Geo. Woodcock, of the Rudge Co., in commemoration of his victory over Rowe.

THE main building of the Buffalo International Exposition, which is to be held on September 4th to 14th, will be larger than any other fair building in the world.

WHILE Dallett was making pace for John A. Wells last week he collided with a large St. Bernard dog. Dallett was badly bruised but the St. Bernard has not been heard from.

OREGON *Siftings* very cruelly insinuates that Prince Wells, in his five-mile race vs. horse at Seattle the other day, "very conviently fainted" when he found that the horse was doing him up.

As soon as the Buffalo track is open, Windle, McCune, Foster and Midgeley will go into training there. Corcoran will look after Fred Foster. Daniels will look after McCune and Midgeley.

A. H. OVERMAN sailed on the German line steamer Ems last week Wednesday, the 18th. He will stay in England for about three weeks, and he will be back in Boston by the first part of September.

MR. PAGE, of the St. Louis *Spectator*, wants "marked copies" of our issues in which we go for the hoodlum element. We are sorry to hear that the eyesight of our worthy and "amiable" co-laborer is failing.

WE wonder why it is that some re-instatements have been made with privilege to race, while others, for instance Geo. Hendee, are only re-instated on the assurance that he would not in the future race?

KENTUCKY is now afflicted with the "sidewalk fiend" question. The *Courier Journal* makes an earnest appeal to the good sense of Louisville wheelmen not to use the sidewalks of the cities and towns.

H. R. H., the Prince of Wales, in his capacity of Royal Granger, has opened the gates of Hyde Park, London, to cyclists. The fact that Hyde Park has been forbidden ground until lately has always been a thorn in the side of the London riders.

WE are in receipt of an excellent lithograph representing a birds-eye view of Buffalo, Niagara Falls and vicinity. The lithograph shows the railroad system of Buffalo. The tittle of the picture is "All roads will lead to Buffalo in September."

WHEELMEN can get the best accommodations for one dollar and fifty cents a day at the Prospect House, Lugoon Heights, Martha's Vineyard, for the coming Massachusetts Division meet, by applying at once to J. W. Thompson, Proprietor, by letter or telegram.

A PARTY of South End Wheelmen and Pennsylvania Club men had a little brush on the road between Philadelphia and Morristown. It was closely contested on both sides, but Pennsyluania had the best of it, as her men were all fresh, while the South End were somewhat fatigued by their previous ride.

THE question of amalgamation between the Germantown Club and Century Wheelmen, as mooted some time ago has at last been abandoned. It is now an open question among the members of the Germantown Club whether they will continue the expense of head quarters or not.

LAST week *Bi. News* gave the Buffalo tournament quite a nice send off. This week the same paper "lays for" poor Ducker, and like the cow, kicks over the pail that held the milk it gave. Mr. Hillier gives it out as a possibility that he *may* come over, but if he does it will not be under the auspices of Mr. Ducker.

WE have a letter from Mr. W. D. Sheriff, a deaf mute of California, Mo., in which he desires all deaf mutes who would like to race at Buffalo next September to address him. Mr. Sheriff says he wants the pledge of at least eight entries. Deaf mutes aspiring to racing honors will do well to address Mr. Sheriff as above.

EX-CAPTAIN ROBERTS and Captain Supplee, of the Pennsylvania Club, when last heard from were up on Lake Erie and at the Falls. Near Ithaca, N. Y., one of their bicycles was badly damaged by a frisky colt and they had to finish that day's tour by wagon, telegraphing for another wheel to be expressed from Philadelphia.

A BROOKLYN woman has invented a series of questions which

Who was at the last League Meet but admitted that

The American Rambler

was the King of the Rear Drivers?



Certainly the crowds constantly surrounding it demonstrated that it was the centre of attraction.

Its salient points are obvious. By placing the reacting spring, whose effect is self-evident, between the rider's body and the rear wheel, the necessity for the spring at the front, with its manifest erratic steering is dispensed with, so that in [the RAMBLER we offer a rear driver that one

Can Ride and Coast Hands Off.

It is the lightest, too, of them all, and of the highest possible grade, and what is just as gratifying is the fact that we are now booking orders for August delivery.

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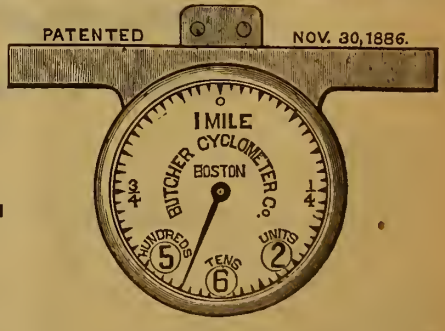
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Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer, The numbers will be thoroughly shaken again, and a **second number** drawn. the lucky holder of which will secure a $5.00 Spoke Cyclometer.

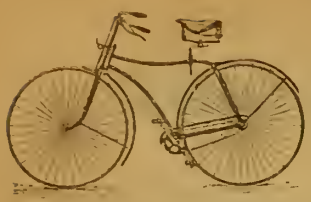
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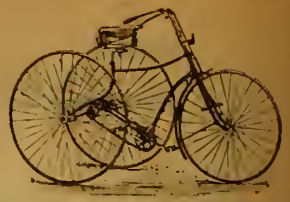
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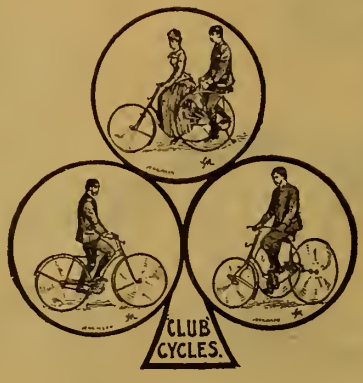


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Correspondence invited.

THE NATIONAL A HIGH GRADE BICYCLE.

she says every wife should ask her husband, who has been "down to the club," and if he fails to give the correct answers the dear one will know that he is wandering in fields of imagination. She kindly offers to exhibit the series at the Buffalo International Fair in September next; so every husband will probably attend the exhibition with a pencil and note book, and come away ready to answer them even when he is half asleep.

L. A. W. 1513 writes from Cincinnati: "Sunday, July 22d, the Crescent Wheelmen, of Cincinnati, made a trip to Brookville, Ind., and back to Harrison for dinner, a distance of sixty miles. They were very joyfully and hospitably received by the Brookville Cyclers, which club accompanied them back to Cedar Grove and then on to Harrison. After a good meal each club left for home, we arriving at Cincinnati before six. We continued to ride through the city, finishing up ninety miles for the day. We then went home to take a good supper and a long (?)— rest, thoroughly satisfied with our 'record' for the day."

It will be remembered that in late issues we printed the particulars of the Chase-Paul catastrophe and the sentence passed by Judge Montgomery on Chase. In brief, it was proven that Chase, through criminal carelessness while riding on horseback, ran down Prof. Paul and causing his death. The jury found manslaughter, and the sapient judge gave Chase thirty days in jail and a fine of $200. We are pleased to notice that the papers of Washington are expressing indignation at the ridiculously light punishment. The *Post* of that city interviews business men on the subject, and it gives over a column of short interviews, in which universal condemnation of Judge Montgomery's action is expressed.

The authorities of Millville, N. J., have issued the following ordinance: Section I, Be it ordained by the Common Council of the city of Millville, that no person shall be permitted to ride or propel over or along the sidewalks of any of the streets or roads of the city of Millville, any bicycle, tricycle or pushcart, and every person or persons so doing and offending shall forfeit and pay a fine of five dollars for each and every offense, to be recovered with costs in an action of debt in the name of the Treasurer of the said city, before the Mayor or any Justice of the Peace of the said city, for the use of the city. Section II, And be it ordained, that this ordinance shall take effect in twenty days from the date of its publication, after being approved by the Mayor of the city.

A Western rider writing Mr. Henry E. Ducker says: "Knowing the hearty interest you take in all things relative to the bicycle and the sport in general, I send you herewith—not for the purpose of discouraging you, but rather to show how Springfield, the mighty, has fallen since your departure from here—a few wild flowers plucked from the Springfield track. With what emotion I stood on the weed grown track, and, sadly enough, gazed upon the ground where so many invincible records have been made, I shall not dwell, suffice it that of all that *was* but a fragment *is* left. It is no hard matter to observe now that all previous interest taken in cycling was bouyed up by the tournament only, and I for one am hoping for the day when Springfield will regain her lost position as a racing centre. I note the great interest in behalf of the Buffalo tournament in my travels in the East, and feel quite sure of a large contingent visiting you in your latest effort this fall."

The cycling editor of the Pittsburg *Bulletin* seems to be very much exercised over the fact that the World, the *Wheel* and the *Spectator* have taken such a firm stand against rowdyism in the ranks of the L. A. W. The *Bulletin* man thinks we ought to stop, as capital enough has been made of it. Can it be possible we have been stepping on the *Bulletin* man's toes? We are flooded with letters from L. A. W. members commending our action. We shall not have space to print them all, but we shall pick out a few and publish same. Instead of "dropping" the subject we intend to continue as occasion may require, a vigorous crusade against the hoodlum contingent and its defenders. As for the Baltimore affair, enough has been said by us, to warn the past offenders that a repetition of their antics will not be tolerated. As for our Pittsburgh scribe, we are sorry for him that *his* toes happened to be under our and our contemporaries' heel of condemnation.

"Pedal and Path," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

The bench show of dogs at the Buffalo International Fair in September will probably be larger than that held annually in New York. We suppose the usual number of St. Bernards will be there with their blankets and their bottles of cough mixture, and their owners on hand with fresh stories of how the animals make pilgrimages every year to the Alpine mountains and rescue travelers in the snow.

GERMANY, THE RHINE AND HOLLAND.

BY THE "SENATOR."

My last was written amid the tolling of bells denoting another German Emperor and King had joined the spirits of his fathers and the hosts of the departed, and staying in Berlin until the day of the funeral obsequies, I arose early, and in company with my two friends, Woodside and Temple, and two American students, Messrs. Barnett brothers of Montgomery (Ala.), at 4.30 boarded an early train for Potsdam, in order to see how royalty and a nation care for their departed rulers, or their inanimate clay. It was nearly six o'clock as the train steamed into the Potsdam "Banhoff," and after a short street car trip we found ourselves in the Central avenue (or Strasse) through which the funeral cortege passed. Already at this hour the windows, house tops, trees, reserved seats, and every point of vantage was taken up, and having a little reportorial work to do for a Welsh journal, Temple and myself paid one dollar for the privilege of standing (and sitting at times) on a stool. Having a copy of "A Tramp Abroad, by Mark Twain," in my pocket, the stool was of immense advantage during those four hours, with an empty stomach in a tropical sun waiting for the procession to appear, which it did eventually at eleven o'clock and not nine, the supposed official time by announcement. Before leaving the hotel I had suggested to the "boys" that they had better bring some lunch along, as "coffee" (?) is the only blessed thing that you can get in a German hotel in the early morning, a fare your Britisher or American would sneeze at. Well, we paid dearly for our lack of foresight in regard to the comforts of the inner man, as everything good, bad and indifferent had been gobbled up by the locust-like crowd in Potsdam, which had been increasing all night. Even the succulent but

DANGEROUS BOLOGNA SAUSAGE

and sauerkraut was at a premium, a feed supposed to be inexhaustable in a German town. A keen shaft of hot and yellow sunlight found its way through the spreading branches of a friendly linden tree and down the back of my neck, causing me much discomfort, but at last a loud blare of trumpets announced some mounted troops, whose armor glittered with a brilliancy painful to the eye, warned me that the funeral cortege was moving towards us. Jumping on my stool with notebook in hand, I commenced a hurrid observation of the theatrical and brilliant scene which was moving at my feet. Column upon column of the flower of the German and Prussian armies passed, with splendid bands, mounted on the most beautiful looking horses, bands playing funeral marches, and one hymn, "Jesus, Lover of my Soul," known to the civilized world found its way from column to column and band to band. This grand hymn was taken up by the soldiers and citizens alike, who sang it in German. To describe the military grandeur would encroach too much on your space, sufficient is it to say, although they tell me it fell behind the display at the Emperor William's obsequies three months previous, I question if there ever was a more brilliant yet mournful scene witnessed in Germany or elsewhere.

Preceding the funeral car, which was drawn by eight black horses, were the heads of the army and navy of Germany, and the strategetic Moltke and Von Blumenthal walked abreast, followed by many lesser but still "big guns" in the military and civil government of Bismarck and the Kaiser. I put "Bizzy" in front, for it is generally acknowledged that the latter says "do it" and it is "done" by the German monarch, although Frederick III, if he had lived, I question if that liberal-minded monarch would have stood the "Iron Chancellor's" bidding at all times. Following the car walked the new Emperor, a manly looking young fellow, with one arm unfortunately hanging limp out of its position in the military coat. On one side walked Albert Edward, Prince of Wales, looking the thorough sporting gentleman he is said to be, and on the other side marched the King of Saxony, making the trio of mortals who will help to make history of monarchs in the future. Kings, Princes and Dukes followed at wholesale, with the high dignitaries of church and state. To the credit of the Germans be it said they mourned the loss of a ruler who promised well, sincerely and truly, and a more earnestly sympathetic concourse can not be seen. I was a little hungry when we reached Berlin again at 2.30. The officials of the railroad switched our crowded train off on another line a full half hour, in order to allow a fast special

TRAIN OF "BLUE BLOOD"

to pass, as our train was travelling at the terrific speed of nearly twenty miles per hour, and as Mark Twain puts it "was perfectly safe." Well, we don't see a royal funeral every day, so I thought we would just run down and see how Kings start out for heaven.

The event alluded to above, knocked all our continental operations as far as Germany was concerned into the proverbial "cocked hat," and our eight German engagements were cancelled, so we set our faces towards the Main (Frankfort) as we had a little touring in

view, by train and boat. Leaving Berlin on the 18th (evening) we arrived in Frankfort the next morning, and were received by Henerich Kleye, the largest cycle dealer on the Continent, and escorted to his splendid offices, salesrooms and factory. After looking over the fifteen hundred wheels (in stock) the manufactory and elegant offices; breakfast and a drive around Frankfort were in order, and many curious, old-fashioned and also stately edifices were seen, so was also the hotel where Prince Bismarck and Jules Favre signed the peace document which was the final act of the French and Prussian war. Having read and heard so much of the famous Heidelberg Castle, and same being only fifty miles by rail, twelve o'clock found us flying towards the old castle, passing through Hesse-Darmstadt en route. On arriving at the point aimed at, a guide who spoke sixteen languages (English being one) we did not question him further as to the other fifteen, but plunged into dissipation, or up a very steep hill I should say, and a right good down-pour of rain rewarded our temerity, and made our guide swear in the other "fifteen," of course, not knowing Woodside understood "Irish," Temple "HeBrew," and myself "Welsh." The latter tongues may safely be classed among the dead languages, however, as far as our party was concerned, as we talk United States.

(To be Continued.)

THE ROWDY ELEMENT.

A SAN FRANCISCAN'S VIEW.

Editor Bicycling World: Your recent remarks on "North End" rowdy manners, had a very timely application in San Francisco. The annual meet in Stockton, on the Fourth, was an orderly, interesting and in every way creditable affair; but the conduct of a small portion of the wheelmen late that night in the town and going and returning on the boats, was worthy of our Tar Flat hoodlums. Sleep was impossible on the boats. Even the loudest noises, the tooting of horns, the discordant singing of silly songs, "and the loud laugh that spoke the vacant mind," would have been endurable until midnight, and pardonable as a natural excess of youthful spirit on a holiday jaunt; but there was no cessation of noise nor "pranks" until morning. All night long there was tramping of feet on the decks and the clink of coin and "I call yous," in the cabins. Benches were upset, oaths were bandied, stateroom blinds were rudely torn open, and the reclining (not sleeping) wheelmen and excursionists were greeted with shrill blasts from a trumpet or whistle, or a yell from a stout pair of lungs. The general disorder and ruffainly disrespect could not have been greater had there been no ladies aboard.

After the exhibition and dance at the pavilion, several leading wheelmen started out on "a tear," and, after imbibing freely, they "tore" down picket fences, overturned signs, broke windows, and otherwise deported themselves as hoodlums. The police gave chase, and the brave bicyclers fled to their hotel, where all but one found concealment. That one was caught and promptly "jugged." It is said the police were instructed to arrest, at sight, any man wearing "rebel" shorts. Be that as it may, the wheelman who volunteered to bail out their imprisoned comrade did not venture on the street, until he had borrowed a pair of trousers from the hotel clerk.

The shameful conduct of these rowdy wheelmen cannot be dismissed with an apologetic, "Oh, well—well! boys will be boys." These "boys" were men; and in either case, they knew better. The decent majority should discipline this disorderly minority, or expel them from club and League. On this coast, at least, it is becoming a question whether a self-respecting wheelman had not better remain or become unattached, and conceal his identification with the L. A. W. Cannot something be done to correct this rowdy evil? Cannot the nine-tenths formulate simple rules of decent behavior, the violation of which shall result in the immediate and formal expulsion of the boisterous and lawless one-tenth?

ACHORNE.

FROM THE SAME CITY ON THE SAME SUBJECT.

Editor Bicycling World: I enclose a few notes suggested by an editoral of yours. I took to wheeling for my health and have been benefited; but I have been disgusted, not with the unseemly boisterousness, but with the disregard of law, order and decency, by a small number of wheelmen, Their conduct on the Fourth at Stockton was exemplary, but on the boats and cars, and at 1 o'clock on the morning of the 5th, it was very disgraceful. There are hotels which will not accept bicycler's custom, and in every suburban town a man wearing shorts is looked upon as "off color." I think the custom of appointing League hotels is responsible, partly, for the state of things. Too many wheelmen congregate at one hotel, and they dominate office, hall, and dining room, and in the absence of restraint of the presence of the more numerous "civilians," the wheelmen, or the fraction with a not remote savage ancestry, quickly yeild to their barbarian propensities.

Yours respectfully, EDW. H. BACON.

AN APPEAL TO THE MEMBERS OF THE L. A. W.

SOME time since I noticed an item stating that Karl Kron, author of X. M. Miles on a Bicycle, was just ten thousand dollars behind on the venture. Now this "hadn't oughter be," for Karl Kron, in his way has done considerable to promote cycling; he is one of the "pioneers" of touring, and though not quite a Stevens, is deserving of the support of all wheelmen. I remember, when I first began to think of riding, that he was looked upon as one of the marvels of cycling, and hearing him talked about so much, and reading of his trips, had considerable effect in deciding me to become a cyclist myself, and I think that all wheelmen should be glad to keep him in the work that he has undertaken; so come gentlemen give him your support, and after all, what is required of you is a small thing, simply let each member of the L. A. W. buy one of his books, and the thing is done; and besides you are not giving your money away, but you get in return a work that as a book of reference and information is fully worth the price asked. I was one of the early subscribers, and I assure you that I am more than pleased with it, and I consider that I have had more than my money's worth of satisfaction out of it. I am not personally acquainted with K. K., so, do not write this from any personal motives whatever, but simply make this appeal from a feeling of justice. So let each member of the L. A. W. pitch in and purchase a copy of X. M. Miles on a Bicycle, and in so doing he will be paying a just tribute to an old and tried friend of the wheel. 3579

Baltimore, Md.

MESSRS. HALL AND WILSON AT THE HERKIMER, N. Y. RACES.

Editor Bicycling World: An article in your July 13th issue under the head of "New York and Long Island Notes" makes an unjust attack upon the Fort Dayton Wheelmen, and is erroneous in every respect. I trust, therefore, you will give the same prominence to a correction of the charges that you did to the article itself. The truth of the matter is this:

Messrs. Hall and Wilson, as stated, were entered for the Central New York championship, and their names were published on the programme. Previous to the calling of this race, Mr. Wilson received a fall in the three-mile event, but none knew better than himself that he was not fouled or otherwise caused to fall by any participant in the race, and I doubt if he authorized any statement to the contrary. When the Central New York race was called a protest was made as to Mr. Hall, and the judges were engaged in deciding the case when the gentleman referred to unceremoniously left the track, avowing he wouldn't enter the race anyway. In doing so he voluntarily, and of his own accord, withdrew from the race and forfeited his entrance, consequently that obviated any further consideration of the case and the race was run. That "the management" refused to refund any entrace fee is a palpable falsehood, as no application for such refunding was made to me or any officer of the club. That the above gentlemen, or Mr. Crickton, their manager, received any ungentlemanly treatment is also bosh. We paid the needed attendants and proffered any assistance in our power, and would have gladly paid the expenses of the entire party here, had not this article been published in your columns. For substantiation of the above we can refer you to fifty persons who heard and saw the entire affair. Very truly yours,

GEO. W. NELLIS, JR.,

Herkimer, N. Y., July 23. Captain.

KNAPP AND CROCKER AT THE 1-4 MILE ENGLISH RECORDS.

W. F. KNAPP started out July 10th, on the Long Eaton track, to see what he could do with the 1-4 mile record. Eck gave his man a good push off, but Knapp seemed slow in getting on speed. When he did get to moving he flew, and came flying home in the good time of 37 seconds, beating Duncan's record by 1 4-5 sec.

After this trial H. G. Crocker came out, with the same object in view. Eck did the pushing off. Crocker picked up quick and rushed along at a terrific speed, crossing the line in 35 4-5, being 3 seconds faster than the best English and within 3-5 of a second of Rowe's best at Springfield. The day was cold and from the fact that this is the fastest English time on record, the reputation of the "Yankee team," as fast riders, has gone up several notches.

LANCASTER PIKE RECORD.

ANOTHER record for the Lancaster Pike, although world's record was what had been aimed at. F. M. Dampman, of the Wilmington Wheel Club, on Saturday afternoon, covered twenty miles in 1 hour, 14 minutes and 50 3-5 seconds, beating the previous record held by Mr. Merrihew by 36 2-5 seconds. Messrs. Leisen and Merrihew paced Dampman, the latter bringing him over the tape at a rattling pace. Messrs. Johnson, Randall, Spain and Crowther were time-keepers. Wells and Middleton, on a tandem tricycle, started with Dampman in an endeavor to break the record for that type of machine, but after working themselves nearly to death discovered that the repairer who had been fixing the machine had tightened the bearings to such a degree that they had to give up the attempt as worse than useless.

ROAD RACING AT NEW ORLEANS.

THE Louisiana Cycling Club held its third handicap road race July 15th, for the medal offered by President Renaud. The course was from Lee Circle to West End, via Carrollton, a distance of eleven miles. The men who faced the starter and the handicaps of same are as follows: W. E. Hobson (handicap 4 minutes 15 seconds), E. M. Graham (2 minutes), J. W. Joy (1.30), W. M. Hathorn (50 seconds), M. S. Graham and R. G. Betts (scratch).

Betts at once went to work to cut down the handicaps, and so fast did he ride that by the time he had reached White Bridge he had assumed the lead and was never headed again. Having got in front, Betts rode as he pleased and won handily by a good 500 yards. Joy and M. S. Graham had hard luck, as both fell twice while riding. E. M. Graham fell once, and his pedal coming loose he stopped. None of the men were badly hurt. There is some doubt as to the time, it being reported by independent timers as being to slow. One of the official watches being decidedly off. However, as no world's records were broken or claimed, no great damage is done. The times are as follows: R. G. Betts, 55.15; Joy second, 57.15; M. S. Graham third, 57.15. BI.

ORANGE ROAD RACERS.

QUITE a crowd assembled on Central avenue at 5 o'clock on Monday afternoon, July 16th, to witness the start in the annual five-mile bicycle handicap of the Orange Wanderers. The course was from a point on the avenue, about 500 east of Grove street, up Central avenue to Harrison street, to Centre, to Central avenue and then east to the starting point. W. A. Belcher was starter and timer. The start was made at 5.52, L. H. Johnson and H. A. Wolcott on a Humber tandem bicycle, and E. J. Decker on a Springfield Roadster going from scratch. W. W. Walters, (1m. 15s.) rode a 45-inch pony Star; Amzi Dodd, (1m.); C. A. Lindsley, (2m. 30s.); F. P. Jewett, (2m.); C. W. Freeman, (2m.); Everett Townsend, (3m.) and J. S. Cramer, (3m.), rode ordinaries.

The roads were in good shape throughout, and good time would have been made had the riders not been compelled to dismount and trundle their mounts around a building which was being moved out into Centre street.

The finish was as follows:

	Elapsed Time.	Corrected Time.
Johnson and Wolcott,	20.47	17.47
Walters,	21.11	19.26
Dodd,	22.43	20.43
Lindsley,	22.31	21.51
Jewett,	23 52	21.52
Freeman,	23.39	22.39
Townsend,	22 47	22.47
Cramer,	22.57	22.56
Decker,	Dropped out.	

Great dissatisfaction is expressed at the result of the contest, and a lively time is expected at the next meeting of the club. Part of the dissatisfaction is on account of Messrs. Johnson and Wolcott having ridden a tandem bicycle, it being claimed that the affair is intended as a strictly individual contest, and that a "team" should not have been allowed to start. Another and very important claim against the awarding of the race to the "team," is based on the claim that Mr. Wolcott is not and has not been for some time a member of the club, and consequently, even if Mr. Johnson had a right to ride a tandem in the race, he had no right to do so in company with any one but a good standing member of the club. Mr. Walters, who has charge of Howard A. Smith & Co's Orange store, has made a protest against the awarding of the race to the tandem team, and claims the medal on the ground of having been the first member of the club to cross the finish and comply with all the stipulated conditions. Thus, the matter will stand until the meeting of the club, when lively discussions, pro and con, are expected. IN the meantime nothing can be done but to watch and wait

In regard to the above matter the *Evening News* of July 23 says: "The statement that dissatisfaction exists in the ranks of the Orange Wanderers because Llewellyn H. Johnson and Harry A. Wolcott were allowed to ride a tandem bicycle in the five-mile club race on Monday of last week, not alone because two men had been on one machine, but beeause Wolcott is not a member, is denied. Johnson and Wolcott won the race. An officer of the Wanderers said this morning that only one or two members were dissatisfied, and that they were so without cause. He said that Mr. Johnson was to have ridden on the tandem bicycle with J. Warren Smith, and that they were to have had fifty yards handicap. Mr. Smith could not ride, and before the race all the contestants were called up by President R. M. Sanger and asked if they had any objection to allowing Mr. Johnson to substitute Mr. Wolcott, who was not a member, they agreeing to waive their handicap and to consider themselves barred out if a single competitor objected. All declared their willingness to allow them to run."

The Orange *Evening Mail* of the 23d also says. "At the meeting which followed the race expressions of dissatisfaction were heard. They were silenced for the time being with the remark that they had a chance to enter protest before the race, and that as no one did so the result must remain as it was. Everyone interested knew that Mr. Wolcott was not a member of the club, they also understood that he was not a winner of the race. Mr. Johnson is the one to whom the medal belongs, Mr. Wolcott being simply an aid to Mr. Johnson. The team did not win the race; it was Mr. Johnson."

THE MERCURY WHEEL CLUB'S RECEPTION.

THE grounds of the Flushing Athletic Club were thronged last Saturday afternoon with the friends of the Mercury Wheel Club, both with wheels and without, from all quarters of the Metropolitan "deestrik." It was the most diversified gathering of its kind, ever come together hereabouts. Representatives were present from the following clubs, viz: Manhattan, New York, Riverside, Harlem, College Point, Queens County, Huntington, Massachusetts, Brooklyn, Universal, Kings County, Long Island and Mercury. In all over 130 wheelmen were on the grounds at one time, including several tandems, among the riders of the latter being two ladies from the Harlem Wheelmen, accompanied by a lady on a single.

Lunch was served in the large gymnasium. Many were the expressions of admiration called forth by the completeness of our establishment. The bowling alleys, tennis courts, and ball field were rushed for all they were worth, and the track was in constant use. As to the latter and its condition, we would like to explain that it had been next to impossible to obtain competent labor and a roller of sufficient weight to be of use, and we had to do the best we could in the short time allowed, with one man and a small hand roller. The races were started at 4.45. The one-mile novice brought out A. J. Menge and E. A. Powers, Riverside Wheelmen; C. C. Alden, L. I. W; C. A. Newhall, M. W. C. Menge and Alden alternated in the lead for the first half, when Powers assumed first place and held it to the finish, winning in 3.20 2-5, Alden second. The Brooklyn Bicycle Club, Long Island Wheelmen and Kings County Wheelmen entered teams in the 9-lap (1 4-5min.) team relay race. The Long Islands rode with great dash and made beautiful connections at the line, winning in the good time, considering the track, of 6.40 1-5; K. C. W. second.

The winning team was composed of Messrs. Kreger, Schumacher and Wise. The first prize in the novices' race was a handsome gold medal; second, a pair of etched silver sleeve buttons. The prize in the team race was a hard wood wall dressing cabinet, with plate glass mirror.

After the races the party formed in line and paraded around the track and then took their way to College Point. The main party numbered over seventy, the balance having gone to Jamaica and elsewhere. But for mosquitoes, the College Beach Hotel would be an ideal spot, but when the wind is from any other direction than west to northeast, they become unbearable, and so they would have been on Saturday last except for the big verandah enclosed with netting. After supper, the reception at Flushing having been given up, services were held here, *a la Talmage*, Parson Spelman officiating. It will suffice to say that the evening was most enjoyably spent. Conspicuous among those who managed to *squeeze* lots of enjoyment into a small space was the Kid, whose dissertation upon the Irish question and the Queen's foreign policy will long be remembered. On Sunday the party split up, some going to Massapequa, some to Willet's Point, and the largest party to Sea Cliff

and Roslyn, from whence the return was made by boat to New York. While the party was contemplating Oakland Lake, from whence Flushing takes its water, a friend of Captain Clarke, a skillful photographer, happened along, and "took" the whole party on their wheels, held up at the end by our old standby, Billy De G. We haven't seen the pictures yet, but they ought to be very pretty, as far as background goes, as we had the lovely lake and its beautiful wooded banks behind us. The boys behaved so well at the hotel that Mrs. Hallen promises to give us a hop before long. Perhaps before that time the Kid will he able to show how it was that Waldo rode his 540 miles on 50 dollars and 20 cents.

WING-FOOT.

MISSOURI DIVISION, L. A. W. MEETING.

THE Missouri Division held a meeting July 15, at Missouri's club house, for the purpose of nominating officers for the coming year, and also to make such changes in the Division's Constitution and By-Laws as was necessary, to confirm with the Constitution adopted at Baltimore. Chief Consul Brewster occupied the chair, and Secretary-Treasurer Ab Lewis attended to the minutes. After routine business, nominations were made as follows:

Chief Consul, W. M. Brewster; Vice Consul. F. A. Suda; Represenatives. Geo. Boswell, St. Louis; G. A. Case, Joplin; H. G. Stuart, Kansas City. Committee on Rights and Privileges, A. M. Berry, St. Louis; A. C. Steward, St. Louis; T. H. McNeil, Kansas City. Touring Committee, Robert Holm, St. Louis; C. J. Case, Carthage; J. M. Tryon, Kansas City; J. H. Kelly, Sedalia; L. H. Parsons, Edina. Racing, W. H. Wylie, E. N. Sanders, A. M. Lewis, St. Louis; E. A. Clifford, Clarksville; E. A. Smith, St. Louis.

The League clubs who are entitled to and will elect their own representatives are: United Wheelmen, Kansas City; Cycle Club and Eurota Club, St. Louis. There were 24 members present, the nominations were all well received, excepting for the office of Vice Consul. A. M. Lewis came within a few votes of getting the position, and is by all means the right man for the place, although he was never an officer of the division, he has done more work for it and secured more members than half of the officers did. He has considerable time at his disposal, and, if elected, will surely do his share towards pulling the Division out of the rut it is in at present. There are at the lowest estimate at least 500 riders at present in St. Louis alone, and it seems unexplainable to me why the Division has not long since made a better showing than at present. The Division needs a good hard worker, to assist the Chief Consul, who has until now done most all the work, and for this reason I would urge the election of A. M. Lewis for Vice Consul. The Division will lose a hard worker in the person of Representative W. H. Cameron, of St. Joseph, who declines a renomination. Had he consented to run, his election would have been assured.

LINNEUS.

"CRANK" from Hagerstown writes: Wheeling news of much importance is a little scarce in our vicinity. Our club runs each Monday evening are not as well attended as they should be, and our efficient captain is greatly indignant. The probabilities are we will have no racing meet this season, and the "scorchers" are getting lazy. The travel stained tourist is with us as usual, for a short while, enjoying our excellent roads and streets, and then away leaving behind a cloud of dust and pleasant memories. President Albert Heard is entertaining a young lady at his residence, whose arrival was heralded a few evenings since. She has not expressed any preference yet, as to what wheel she will ride. "Burt" has grown an inch in actual measurement, "Swartz" Miller, while kicking his Star out on the pike last Sunday, encountered some road bullies, one of whom struck him with a whip as he was passing. Warrants are out, and Maryland justice will, no doubt, put a heavy foot on such jocularity.

INTO THE YOSEMITE.

(By S. F. Booth, Jr.)

I HAVE just returned from the far famed Yosemite Valley, whitner I went on a two weeks' wheeling jaunt, in company with Mr. G. G. Cox, of the B. C. W. I have been requested by a number of riders to give an account of our experience so that those who contemplate the trip may profit thereby.

There are quite a number of routes to the Valley, but after a careful study of them all we decided to take the train to Raymond and as we were both in the very best of trim, having trained a whole wheel from there to the Valley, a distance of sixty-five and three-quarters miles (Stoneman House).

Accordingly we took train June 13th at 8 P. M., taking with us the following sundries: Extra light undershirt, tooth brush, needles and thread, necktie, towel and soap, small bottle of phenol (for bruises), sticking plaster, road book, League ticket, tourists' cup, tool bags complete, with extra pedal pin and spring for saddle. We also had a small guide book giving points of interest in the valley. The above were wrapped in our coat and snugly tied on our bundle carrier, making a weight of about twelve pounds.

We would have done well to have left our coats and extra underwear behind, as we had no use for them. "Leave your coat" is my advice to anyone taking the trip.

We had a section on the Pullman car but slept little, as the engineer seemed to take a special delight in giving the train a tremendous jerk just as we were falling asleep.

We arrived at Raymond at 7 A. M., not feeling particularly bright but with an inward craving that meant mischief to something. We got breakfast as soon as possible, for which we paid a dollar a head. Rather steep we thought, but the fellow had a monopoly of the business, so that was the best that could be done.

We made our start on the wheel at 8.20, June 14th, my cyclometer (Butcher) registering 1693 7-8 miles, and the thermometer about 80, with a good promise of running much higher before noon, which promise was fulfilled.

The first mile was good riding, and the next about half ride and walk. At two miles out the road forks, and the one to the left should be taken. From the forks we had a down grade of two and a half miles; it is then all walk for a mile and a half, and then part walk and part ride for another mile, and then a ride of about three-quarters of a mile; at last we arrived at Lapella's ranch, my cyclo. registering 1701 3-4. The condition of the road was pretty fair, being of a rolling nature, with from an inch to two or three, in places, of sand. We were mounted on Rudge Light Roadsters, and preferred to walk when much push became necessary, and I think we would have done the same had we been on safeties.

From Lapella's ranch for two miles it was mostly down grade and rideable with an occasional short walk. At 1703 3-4 the road forks, and we took the one to the left. Then it's ride and walk up and down to 1706 5-8, Gambetta's mill. Here there is toll charged for horses and cattle of all kinds, but we were allowed to pass unmolested.

From Gambetta's mill to Grub Gulch (1707 1-2) is all up grade and good walking. The latter name is a good one to catch a cycler's eye, but we were too anxious to press on and keep ahead of the stage to investigate.

From Grub Gulch to the summit of the hill is an eighth of a mile. Here, at 1707 3-4, the road forks again, and we took the one to the right.

Here the down grade begins, and as we rounded the corner a sight came in view to make a wheelman's heart leap with joy, especially after he has toiled laboriously up grade. We could see the road winding in and out like a huge serpent; a most beautiful stretch, all down grade and fairly smooth. We had on too heavy a bundle to coast but were well satisfied to ride, and merrily we spun down to the mountain side, making the canons ring with our songs and shouts.

It took us a very short time to reach Crook's, 1712 1-4. From Crook's the up grade starts again. Here we made a grand mistake. Our road books made the distance to Grants only about four and a half miles, but we found it to be over six and a half, and they were the hardest miles of the whole trip.

We reached Crook's about 12 M., still considerably ahead of the stage, which had started about five minutes after us. We should have stopped here and had lunch, instead of which we pushed on, intending to have dinner at Grants.

The first mile or so was all right, then the hot sun and our empty internal organs began to effect us in a very disagreeable manner. We could find no water, everything being parched and dry as a chip. We had some limes with us, and they helped increase our appetite, so we sat down and rested, and the stage overhauled us. There was a young lady in the first one, and she made the driver stop that she might admire the plucky riders who had beaten the stage so far; (they expected to get ahead of us about four miles out). She passed us some water and oranges, and Joe and I both voted she was the finest girl we had ever met.

We toiled on up the grade, resting every quarter-mile, and once in a while a large rattlesnake disputed our right, but we relinquished all claim in a somewhat hasty manner.

The summit was reached at last, and we had a half-mile down grade to Grant's Springs, cyclo. registering 1718 5-8. We reached this point at 3.30, pretty well fagged and hungry as wolves.

I was somewhat surprised at our weakened condition at this point

month very steadily, and I concluded that a man with an empty stomach and a hot sun pouring on him can't stand everything. That we did full justice to the meals at Grant's goes without saying.

We stopped here over night, and next morning were up bright and early feeling finely. It cost $4.00 a piece at Grant's, and we concluded to take a flask of whiskey, a large bottle of water, and bundle of sandwiches. This we always afterwards made a point to do on leaving a place in the morning. Our first day's experience was bought rather dear, and we resolved to profit by it. We thought the price at Grant's rather steep, and as we had sent nearly all our money into the valley by express, we took an inventory and found we had about $14.00 between us, a rather gloomy outlook, as it might take two days and nights yet to reach the valley.

Grant's Springs is very prettily situated and has three fine springs of iron water, sulphur and magnesia. The proprietor is a very wealthy man and runs the resort as a pastime. He is just commencing to fit it up, and in the course of a few years it will no doubt be quite a famous summer place.

We left the Springs at 8.30, and commenced a splendid *walk* up grade eight and one-eighth miles, no riding whatever. About half way up the mountain we met a young fellow camped out. He was planting telegraph poles, and after exchanging courtesies we concluded to stop and lunch with him. He took quite a fancy to us, and made us some excellent tea. We made a good meal together, giving him our cake (which the dear girl at Grant's thoughtfully put in), a luxury which he highly appreciated.

Here we resolved on a new style of costume. We took off our undershirts, and rolled our stockings down to the ankle, lapping our riding shirt over our knickerbockers (which, by the way, were knitted, the best thing for travelling), and in this way proceeded up the mountain. We found this way of going so comfortable, that we adopted it in future. We might have looked more like racers than mere travellers, but we didn't care a straw for looks, besides there were few to see us. Having attained the summit we had a glorious down grade all the way to Wowona (1731 3-8). At 1726 3-4 there is a road to the right leading to the Mariposa Grove of big trees, eight miles distant.

We reached Wowona at 1.15 P. M., and resolved to take it easy the remainder of that day, and see the sights in the vicinity. We accordingly registered and started after dinner for a stroll. Found a small lake a short distance from the hotel, and after rowing a bit concluded to try a swim in the Merced. It was cold as ice, and after a very short swim we dressed and came back for supper. We were much impressed with our little darkey waiter and gave him a half, which caused him to skim around in immense style, and we got the best of everything. The meals here were something exceptionally good, and we did what we could to show our appreciation of them.

We were treated very nicely here, being charged but $2.00 a day, and our prospects of making the valley began to look brighter. We replenished the bottles and sandwiches and made our start at 7.15. I had one eye closed from mosquito bites and was otherwise bitten very badly by them. Cyclometer registered at start 1732. We made the "11 mile station" at 10.30, cyclometer at 1742 3-4. There was about one third riding, and the scenery something grand, often compelling us to stop and gaze in wonder at the ever changing views.

We decided to stop at the 11 mile station for lunch. Here we met two curious old characters, regular "forty-niners," but both of them as good and kindhearted as you'd want to run across.

During the preparation of the meal they amused us by an account of their past life and experiences in the valley, giving us much advice as to the route and where to go in the valley. We had an old '49er meal here sure, no milk or any civilized luxuries, bnt plenty of meat, raw onions and biscuits. It went all the same and we paid them a half a dollar each, which was all "Ole John Wiswood charges up yer for you fellers."

We left them at one o'clock and pushed for the valley. From the "11mile station," it was up grade and all walking to 1745. Then down grade over a nice road to 1748 3-4. At 1747 Cox's backbone broke, with a prospect of a good walk before reaching the valley. It was no use grumbling, so walk we did. From 1748 3-4 to 1750 1-4 was the steepest up grade we had yet struck being about one foot in six or seven, so steep in fact, we had to keep moving to prevent the wheel from rolling back.

This was our last hill, and we then began the descent into the valley. At 1751 1-2 we arrived at Inspiration Point, where we obtained our first view of the valley.

This is the place from which a general view of the whole district can be had, and where they say a person should almost go crazy so grand is the panorama presented.

I must say, however, our thoughts were far different. We were in truth disappointed. This was probably accounted for by the fact that we had experienced considerable hard work in getting there and also from the fact that the scenery from the start had gradually become grander as we progressed, so that it would take something supernatural to strike us as being very far beyond what we had been seeing the last few days. We gave the valley a searching glance and from my readings of it I was able to point out to my companion the various points, all the effect it had, however, was to bring forth the remark, "I am hungry, pass out the sandwiches."

The sandwiches appeased us somewhat, and we continued on down the mountain side. It could be ridden, but is full of granite chips and would doubtless break any kind or style of a wheel' up considerably, so I decided to walk with Joe.

We washed at a small brook running across the road and after a short respite continued and finally reached the bottom.

The Stoneham House was away at the upper end of the valley, so we had to traverse the entire length before reaching our destination.

We passed by the ElCaptan, an immense block of granite that rises perpendicularly to a height of 3300 feet; so high was it that trees 3 feet in diameter and 150 high looked like mere boughs on its top. To the right the Veil Falls roared, but it didn't come up to our expectations even if it did fall 900 feet.

We also passed the famous Yosemite Falls which has a fall of 1500 feet in the Upper Falls, 400 in the Centre and 600 in the Lower, making a total of 2500 feet, but the volume of water was not very large, being only 30 feet wide, and it was impossible for us to conceive the height Everything around was so large, that you would as readily believe a thing to be 1000 feet as 100. Both the Bridal Veil and Yosemite Falls run down the cliffs, they don,t clear it at a leap as my ideal waterfall should.

We reached the Stoneham House at 6.30, cyclometer registering 1759 3-8. Total distance from Raymond being 65 5-8 miles.

There is another hotel in the valley called Barnards, just 1 1-8 miles from the Stoneman House.

(To be Continued.)

TRADE NOTES, CLIPPINGS, AND ALL SORTS.



THE ELLIOTT QUADRICYCLE.

A GREAT deal of interest has been evinced in regard to the new wooden wheel quadricycle made by the Sterling Cycle Co., of Newton, Mass. Mr. Sterling Elliott has for the past two or three years been at work on a problem in cycle construction, the results of which are to be found in the machine as illustrated above. There are several very radical departures and novelties in this wheel, which can be enumerated as, first, the use of wooden wheels instead of the ordinary spider or suspension wheel; the mode of driving independent wheels without the aid of the usual balance gear; the use of wood for frame-work instead of steel tubing; the use of two steering wheels and the adoption of double steering. To be more

explicit and give a description in detail we will take the wheel and driving construction. The driving wheels are 34 inch, constructed of the very best second growth hickory, with hubs of second growth rock elm. The rim has a steel tire shrunk on; this tire has two flanges that turn outwards from the outer edge, into this channel the rubber tire is compressed and 140 small rivets are used to aid in holding it in place.

The small wheel, 24-inch, has the same construction as the driver. The driving is accomplished with the usual chain gearing, and it is in the method of double driving, two independent wheels, that the novelty comes in. The axle is solid and runs in plain bearings and through each hub. On this axle is a ratchet which engages, as it turns by means of the chain, corresponding pawls fastened into the hubs.

With the exception of the rear axle, stay rods, steering rods, bearings, etc., the frame is also made of hickory. The steering is a feature and is under control of both hands. The handles are adjustable for height and also adjustable backwards and forwards.

The brake is applied to the rims of both drivers and when the brake is on, it can be locked in place by the turn of the hand. It can be locked with the brake just touching the tire, and from this pressure up to that sufficient to stop the wheel on any grade with any weight on same. By a simple device the pressure on both wheels is equalized.

The machine is fitted (when desired) with an attachment in front with seat for a child.

The workmanship, material and finish is of the best.

The firm have sold about twenty-one machines since the first of February, and so far as heard from they have given satisfaction.

At an early date we have been promised a machine for trial, the results of which we will advise our reader of later.

The Coventry Machinists' Co. have just received a large consignment of Lampleigh's new triple shackle spring saddles, which are a decided novelty in the way of saddles.

The Gormully & Jeffery catalogue goes everywhere, as was proven to us by the fact that a subscribtion was sent us from New Zealand, the subscriber stating, "I saw your paper spoken of in the Gormully & Jeffery catalogue." It is a stroke of enterprise of that company to put in a list of cycling publications in their catalogue which is sent all over the world.

The Coventry Machinists' Co. will have an exhibit at Buffalo next September.

Judge Hilton, of New York has purchased for his personal use at Woodlawn, Sarotoga Springs, a Columbia Light Roadster tricycle.

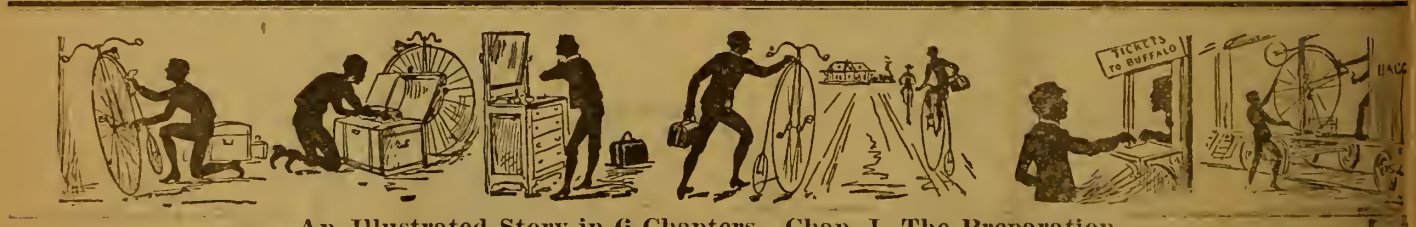
In our advertising columns will be found a cut and advt. of Carter's Anti-Pedal Slipper. We have a pair which we propose to give a good trial and we will report what we find. From the appearance of the device we should say it was all that is claimed. One thing is sure and that is the foot is perfectly free to leave the pedal in cases of voluntary and involuntary dismounts.

Ground has been broken by the Overman Wheel Co. at Chicopee Falls for buildings which will double the present capacity of its factory.

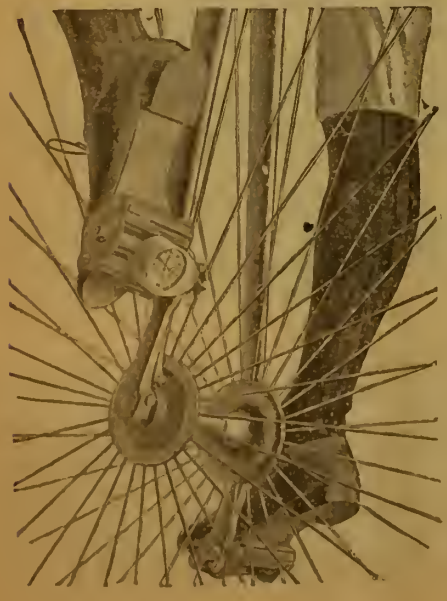
The Pope Mfg. Co. have received so many applications for their Columbia Racers that they have decided to rent a limited number of them to first-class racing men. Applications for terms, etc., can be made to them or through any of their agents.

COMING EVENTS.

July 28—Wells-Greenwood hill-climbing contest, on Eagle Rock Hill, Orange, N. J.
August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 2—Binghampton, N. Y., Tournament.
Aug 18-Michigan Division L. A. W. Meet at Grand Rapids.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—Bicycling World 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet.



An Illustrated Story in 6 Chapters.—Chap. I, The Preparation.



The Pedal Cyclometer.

Positive and direct in action. Simple and durable in construction. No *springs or cams. Absolutely accurate,* Suspended from the Pedal. The dangerous Cyclometer Lamp attachment dispensed with.

Sent to any address. Price $10.

All Sizes in Stock. Descriptive Circular mailed if asked for.



GEO. R. BIDWELL,

313 West 58th St., New York.

Sole Manufacturer.



LEAGUE HEADQUARTERS:

13 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

LEAGUE clubs should certify the election of Representatives to the Secretary, and he in turn, after checking the club to see if its status is well established, will certify the election to the Chief Consul of the State in which the club is located.

Missouri Appointment.

I have appointed C. H. Appler, Local Consul for Hannibal, Mo., vice A. C. Miller, resigned.

Yours truly, WM. H. BREWSTER, C. C.

Election Laws.

Election laws, nominations and other matters of importance pertaining to the election have been published in preceding numbers as follows:

Number of Representatives that States are entitled to	June 29
California Laws	June 29
Massachusetts Districts and Nominations	July 6
" Nominations	July 13
Rhode Island Laws	July 13
New Jersey Laws	July 13
Indiana Laws	July 13
Illinois Laws	July 20
" Nominations	July 20
Virginia Laws	July 20
Missouri Nominations,	July 20
Maryland Laws	July 20
California Nominations	July 20
Michigan Laws	July 20
Wisconsin Laws	July 20
Virginia Nominations (2)	July 20
Indiana "	July 20
Minnesota "	July 20
Michigan "	July 20
Tennessee "	July 20

Pennsylvania Hotels.

List No. 2.

	Town.	Hotel.	Rate. Day.	Meal.	Ld'g
1	Alden Station,	Alden,	1.00	.25	.25
98	Monongahela City,	Hotel Wilgus,	1.50	.40	.40
99	Muncy,	Parker,	1.50	.40	.40
100	Nanticoke,	Wernet,	1.25	.40	.40
102	New Castle,	St. Cloud,	2.00	.50	.50
103	New Brighton,	Clyde,	2.00	.50	.50
104	North East,	Palace,	1.50	.40	.40
106	Norristown,	Rambo,	1.50	.50	.50
168	Newville,	Big Spring,	1.50	.50	.50
84	Oswayo,	McGonigal,	1.25	.35	.50
107	Oxford,	Oxford,	1.25	.35	.50
108	Oil City,	Arlington,	2.50	.50	.75
111	Parkersburg,	Wright,	2.00	.50	.50
112	Philadelphia,	Colonnade,	3.00		
114	Philipsburg,	Potter,	2.00	.50	.50
115	Phœnixville,	None reported.			
116	Pittston,	Sinclair,	1.50	.40	.40
117	Pittsburg,	Seventh Avenue,	2.00	.50	.50
118	Pottstown,	Merchants',	1.50	.40	.40
119	Pottsville,	Merchants',	2.00	.50	.50
120	Punxatawney,	City,	1.50	.35	.35
122	Reading,	Central.	1.50	.50	.50
123	Ridgway,	Hyde,	1.50	.50	.50
124	Rochester,	Doncaster,	1.50	.40	.40
126	Renovo,	Renovo,	1.50	.50	.50
128	Scottdale,	Scottdale House,	2.00	.50	.50
129	Scott Haven,	Osborne House,	1.00	.25	.25
130	Scranton,	Lackawanna Valley,	2.00	.50	.50
131	Sewickley,	Park Place,			
134	Sharpsville,	Pierce,	1.50	.35	.35
135	Shecksheny,	Union,	1.50	.40	.40
136	Sharon,	Carver,	1.50	.35	.35
137	Smethport,	Grand Central,	1.40	.35	.35
142	Susquehanna,	Starrucca,	2.00	.50	.50
143	Summit Hill,	Washington,	1.00	.25	.25
145	So. Bethlehem,	None reported.			
169	Shamokin,	Windsor,	2.00	.25	.25
148	Terra Hill,	Fairville,	1.00	.40	.75
149	Titusville,	Mansion,	2.00	.50	.50
151	Tunkhannock,	None reported.			
152	Uniontown,	Spottsylvania,	1.50	.40	.40
153	Wayne,	None reported.			
154	Warren,	Carver,	2.00	.50	.50
155	Waynesboro',	Leland,	1.25	.35	.50
157	Weissport,	Weissport,	1.00	.25	.25
158	WestMiddlesex,	Dunmire,	1.50	.35	.35
160	Wellsboro',	Wilcox,	2.00	.50	.50
161	White Haven,	White Haven,	1.25	.40	.40
162	Williamsburg,	New Washington,	1.25	.35	.35
163	Williamsport,	None reported.			
164	Wilkes Barre,	Wyoming Valley,	2.50	.75	.75
166	Wyoming,	Laycock's,	2.00	.50	.50
167	York,	Washington,	1.50	.40	.40

Additional List of Consuls.

16—Bethlehem, James S. Dodson.
17—Blossburg, John F. Ely.
172—Bird-in-Hand, Milton C. Cooper.
32—Clifford, Wm. E. Lott.
50—Emporium, C. H. Felt.
53—Erie, F. W. Bailey.
171—Great Bend, A. P. French.
170—Huntingdon, D. S. Drake.
123—Ridgway, Dr. W. L. Williams.
169—Shamokin, J. R. Englebert.
157—Weissport, A. F. Snyder.

Consuls Wanted.

Avoca, Luzerne County.
Canton, BradfordCounty.
Corry, Erie County.
Coatesville, Chester County.
Carlisle, Cumberland County.
Danville, Montour County.
Greenville, Mercer County.
Marietta, Lancaster County.
Philadelphia, West, Philadelphia County.
Phœnixville, Chester County.
Tunkhannock, Wyoming County.
Wayne, Erie County.
West Chester, Chester County.
Williamsport, Lacoming County.

onsuls wanted n every town in Pennsylvania no t already represented.

J. G. CARPENTER, Sec.-Treas.

Kentucky.

The Kentucky Division L. A. W. met in Covington July 4, 1888, with Chief Consul Croninger in the chair. Owing to the absence of Sec.-Treas. Willison, Mr. R. C. Taylor was appointed Secretary pro tem. The minutes and Sec.-Treas. report were read and approved. On motion of Mr. Lowe, Chief Consul Croninger appointed Messrs, C. F. Johnson, J. Adams and A, J. Lamb of Louisville a nominating committee for the election of officers in July. Mr. Lowe also moved that a committee of five be appointed to revise the Kentucky Road Book. Carried. After Mr. J. C. Taylor, in behalf of his fellow wheelmen had extended, in form of a motion, a hearty invitation to all wheelmen to visit his city, Danville, it was finally decided that the next meeting of the Division should be held in that city. Adjourned.

R. C. TAYLOR,
Secretary Pro tem.

Report of the Sec.-Treas. Ky. Div. L. A. W.

1887.	Receipts.		
May 18.	Balance		$95.41
Aug.	Road Book—		
	For advertisements in Ky. Road Book, as follows:		
	H. W. Longley	$5.00	
	Pope Mfg. Co	5.00	
	Gormully & Jeffery	5.00	
	Chas. Hanaver	10.00	
		—$25.00	
July 1.	Cash per Bassett's check for names in lists 79 to 89 inclusive, 2 at 50c. 7 at 37 1-2c	3.62	
Oct. 1.	Cash, per Bassett's check for names in lists 92 to 104 inclusive, 1 at 37½c., 11 at 25c	3.13	
1888.			
Jan. 1.	Cash, per Bassett's check for names in lists 107 to 112, 2 at 12 1-2c	.25	
April.	Cash, per Bassett's check for names in lists 117 to 130 inclusive, 58 at 50c	29.00	
May.	Road Book—one sold by Chief Consul Croninger	.50	
June.	Road Book—one sold by Chief Croninger	.50	
June.	Cash, per check of Bassett on account of names published after list 130	5.62	
			$67.72
			$163.03

Disbursements.

1887.		
May 20.	Stationery	.25
July 23.	Bill T. J. Creaghead	1.10
June 25.	Stamps to C. C.	1.00
	Postals	.50
	Stationery	.15
June 27.	Road Book—bill Aldine Co.	29.00
June 30.	" bill H.C.Sherick	7.00
	Large envelopes	.50
July 5.	One cent stamps	1.00
	Two cent stamps	1.00
Aug. 16.	Road Book—bill Krebs & Co.	28.00
Oct. 10.	Stamps	1.00
	Roll Book	.40
1888.		
April 5.	Telegram C. C. C.	.35
	One cent stamps	.25
	Two cent stamps	1.00
May.	Two cent stamps	1.00
June	Two cent stamps	1.00
	Relief of natl. organization.	10.00
July 3.	Stationery	.10
		$87.90
	Balance July 4	$75.13

T. J. WILLISON, Sec.-Treas.
Covington, Ky., July 4, 1888.

Massachusetts.

To the Members of the Massachusetts Division:

You will be required to show your membership tickets in order to obtain reduced rate of fare and free transportation of wheels on the O. C. R. R. from August 1 to 6 inclusive. Yours truly,

H. W. HAYES, Chief Consul.

Pennsylvania Division.

I have appointed Geo. Sanderson of Scranton, G. N. Osborn of Philadelphia, W. W. Berry of Pittston, J. J. Van Nort of Scranton, a committee to receive nominations for Chief Consul, Vice Consul, Secretary-Treasurer and twelve Representatives. These nominations must be closed by the 4th of August, when the voting blanks will be forwarded to each member of the Division. GEO. A. JESSUP, Chief Consul.

Tennessee Nominations.

I nominate for Secretary-Treasurer of the Tennessee Division L. A. W., Mr. Jeff D. Herndon of Clarksville, feeling confident that he would make an efficient officer if elected. L. A. W. 1471.

Ohio Appointment.

I have this day appointed Mr. E. R. Eastman of Ottawa, O., Representative in charge of the 5th District, Ohio Division, L. A. W.

JAMES R. DUNN,
Chief Consul.

Maryland.

I hereby appoint the following Local Consuls:
J. H. Cunningham, Westminster, Md.
William L. Conley, Tennallytown, Md.
D. C. Gilbert, Litersburg, Md.
George W. Carl, Carroll P. O., Baltimore Co., Md.
Frank Keating, Centreville, Md.
Thomas Martin, Arlington, Md.
C. H. McClenahan, Port Deposit, Md.
Chas. E. Geesey, Lewistown, Md.

A. E. MEALY, C. C. Md. Div.

Connecticut Division.

Semi-annual Report of Secretary-Treasurer.

Dr.

1888.		
Jan. 1.	Bal. on hand per *Bulletin*, Jan. 1, '88.	$160.89
Jan. 19.	Cash—A. Bassett dues acct.	10.00
Apl. 4.	" " "	100.00
May 7.	" " dues in full to April 1, 1888	90.50
June 11.	Cash—A. Bassett dues account	10.37
June 12.	Cash on acct. Road Book sales	100.80
June 22.	Cash—Travellers Ins. Co. ad. in Road Book	25.00
June 23.	Cash—Weed S.M. Co. ad. in Rd. Bk.	50.00
		$595.56

Cr.

Jan. 19.	2 stencils	$2.00
Mch. 20.	Second payt. on acct. Road Book maps	50.00
Apl. 25.	Stationery and printing	3.85
"	Louis A. Tracy, sundries	13.07
"	Express on Road Book maps	1.35
May 29.	Third and final payment on Road Book maps	$4.50
June 12.	Postage stamps	3.00
June 23.	First paymt. on acct. of binding Road Books	224.70
	Balance deposited with Conn. River Banking Co., Hartford, Conn	177.00
		$559.50

DAVID J. POST, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three re

putable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 149—Total 118—10,744.

BOSTON, July 27, 1888.

CALIFORNIA DIVISION—5—369.

Unattached.

19887 Albee, F. T., Cloverdale
19888 Baer, Geo. B., "
19889 Beck, J. E., "
19890 Williams, O. O., "
19976 Langstroth, John A., 532 California st., San Francisco

COLORADO DIVISION—1—47.

Unattached.

19960 Beddo, Horace, Diamond Palace, Denver

CONNECTICUT DIVISION—4—434.

New Haven Bi. Club.

9901 Pierpont, Robert Jr., 108 Argyle st., New Haven

Unattached.

19902 Sponsel, Chas. W., 9 Belden st., Hartford
19977 Allen, Roswell, Wethersfield
19978 Carpenter, Francis G., "

ILLINOIS DIVISION—5—657.

Illinois Cycling Club.

20003 Brown, L. M., Room 58, 126 Washington st., Chicago
20004 Kincaid, E. L. R., 835 W. Adams st., "

Unattached.

19903 Trenren, John, 329 W. Lake st., "
19916 Porter, Ed. J., 4 Board of Trade, "
19979 Yordy, W. J., Freeport

INDIANA DIVISION—4—188.

La Porte Wheelmen.

19980 Morrison, S. A., Box 469, La Porte
19981 Weaver, Chet N., "

Unattached.

19936 Shanklin, W. C., Frankfort
19937 Chais, Freid S., cor. 4th and Col, sts., Lafayette

IOWA DIVISION—3—151.

Ottumwa Bi. Club.

19938 McCullough, H. A., 720 W. 4th st., Ottumwa
19939 Russell, Chase, "

Unattached.

19982 Carr, Ira T., Columbus Junction

KANSAS DIVISION—5—138.

Wichita Wheelmen.

19983 Grainger, W. A., 220 N. Main st., Wichit
19985 Johnson, Fred L., U. S. Signal Service, Sedgwick Block, "
19984 Jones, H. S., Water Co., "
19984 Millison, Ralph L., 203 No. Main st., "
19985 Walter, Geo. W. Jr., 152 W. Emporia ave., Wichita

KENTUCKY DIVISION—3—83.

Kenton Wheel Club.

19988 Stewart, W. H., cor 6th and Philadelphia, Covington

Unattached.

19987 Castle, Wm. E., 1837 Jackson st., Louisville
19991 Rosenan, S., Maysville

MAINE DIVISION—1—118.

Portland Wheel Club.

19917 Cobb, Albert W., 1st Nat. Bk. Bldg., Portland

MARYLAND DIVISION—5—425.

Baltimore Cycle.

19930 Hinds, Isaac, cor Baltimore and Hanover, Baltimore

Maryland Bi. Club.

19995 Linton, Samuel T., 12 E. Camden st., "
19996 Seemuller, H. E., 118 St. Paul st., "

Unattached.

19989 Unverzagt, W. J., 1509 Edmonson ave., "
19941 Geesey, Charlie E., Lewiston

MASSACHUSETTS DIVISION—8—1157.

Bay State Bi. Club.

19919 End, Frank, 103 Front st., Worcester

Bristol Co. Wheelmen.

19918 Barney, John, No. Swansea

New Bedford Cycle.

19920 Hathaway, Willis L., 39 Locust st., New Bedford

Rockland Bi. Club.

19990 Douglas, Fred F., Box 235, Rockland

Winthrop Wheel Club.

20002 Floyd, Chas. P., Winthrop

Unattached.

19991 Anderson, J. D. Jr., 33 N. Market st., Boston
19892 Ruggles, Harvey, Bigelow st., Brighton
19891 Curtis, W. C., Whately

MICHIGAN DIVISION—24—316.

Detroit Bi. Club.

19992 Brazier, A. W., 698 18th st., Detroit

Port Huron Wheelmen.

19921 Foster, Fred L., 812 Military st., Port Huron
19923 Goulden, T. A., "
19924 Smith, S. W., "

Star Bi. Club.

19947 Daniel, E., 36 Buhl Block, Detroit
19943 Doane, Harry B., 262 Fort st., "
19948 Flint, Albert, Dime Savings Bank, "
19907 Graves, Wm. C., Tribune, "
19944 Ives, Louis, 96 Jeff ave., "
19908 Ives, Valentine, S., 490 Brush st., "
19946 Knapp, C. A., 150 Woodward ave., "
19945 Schulte, Ap., 7 Lafayette ave., "
19949 Stearns, H. A., Stearns Laboratory, "
19942 Eaton, Chas. H., Holly

Tecumseh Bi. Club.

19993 Bowen, R. J. W., Tecumseh
19925 Heesen, Al J., "
19926 Mark James, "
19927 Rosecrans, Fred, "
19929 Sheldon, Earle, "

Unattached.

19994 Beals, Sumner L., 265 21st st., Detroit
19963 Rood, Chas. F., 10 Monroe st., Grand Rapids
19962 Fenner, J. H., Romeo
19922 Ford, F. D., Saline
19928 Schneider, Louis B., Tecumseh

MINNESOTA DIVISION—2—102.

Unattached.

19930 Keller, Frank F., Dover
19995 Stockdale, J. R., 2741 2d ave., S. Minneapolis

NEW JERSEY DIVISION—9—675.

Elizabeth Wheelmen.

19965 Bull, A. H., Elizabeth
19964 Cunningham, Rev. C. E., "
19966 Downer, A. T., "
19968 Kerr, Rev. Jno. T., "
19967 Jenkins, E. P., "
19969 Platt, W. C., "
19970 Van Deventer, M. Y., "
19971 Oliver, Paul A., Fanwood

Unattached.

19996 Rodemann, George R., 33 Broad st., Elizabeth

NEW YORK DIVISION—9—2243.

Citizens Bi. Club.

19954 Spear, C. A., 26 W. 60th st., New York City

Cortland Co. Cyclists.

19952 Overton, C. H., Cortland

Manhattan Bi. Club.

19909 Hamilton, Jesse, 276 Stanton st., N. York City

Riverside Wheelmen.

19931 Odell, Wm. M., Box 308, "

Unattached.

19950 Caster, Alfred E., 295 Jeff. ave., Brooklyn
19893 Hallenbeck, A. D., Box 602, Corning
19955 Steele, Allan D., 352 W. Clinton st., Elmira
19951 King, Jacob A., 125 W. 111th st., N. York City
19953 Pepper, C. F., 275 Court st., "

OHIO DIVISION—12—857.

Conneaut Wheel Club.

19956 Fortune, Neil. Conneaut
19957 Phillips, F. E., "

Forest City Ramblers.

19894 Brown, W. H., H. M. Brown & Co., Ontario st. Cleveland
19895 Ely, W. H., 1372 Cedar ave., "
19896 Shepheard, C. O., 17 Frankfort st., "
19898 Watz, Carl S., Meyers & Glinn, "
19897 Vance, E., 5 Bethel Restaurant, "

Kenton Wheel Club.

19997 White, James C., 558 Walnut st., Cincinnati

Unattached.

19999 Hall, Amor, 552 Penn st., "
19972 Serodins, Herman, Mt. Adam. "
19998 Bauhart, Jos. Jr., Massillon
19932 Webster, Will Lloyd, Norwalk

PENNSYLVANIA DIVISION—11—1352.

Chambersburg Wheel Club.

19910 Carlisle, Alex. M., Chambersburg
19911 Culbertson, J. P. Jr., "
19912 Gauve, H. B., "
19913 Haffner, Franz J., "

Unattached.

19974 Harry, J. M., Audendried
19975 Long, L. Benton, Brookville
19973 Allis, Frederick S., Erie
19933 Brown, Harry, Greenville
19934 McClure, Alex, "
19958 Morris, David, Shickshinny
20000 Jamison, Harry K., Progress Mills, Manayunk, Philadelphia

RHODE ISLAND DIVISION—3—224.

Unattached.

19914 Barker, A. C., 452 Broad st., Providence
19959 Poland, Wm. Carey, 7 Cooke st., "
19915 *Newell, Mary L.*, Warren

VIRGINIA DIVISION—3—103.

Norfolk Cycle Club.

19900 Denby, A. J. Jr., 109 Boutetourt st., Norfolk
19899 Webb, R. B., 144 York st., "

Portsmouth Wheel Club.

20001 Hall, Lisle A., Portsmouth

WEST VIRGINIA DIVISION—1—33.

Unattached.

19935 Gillmore, A., Martinsburg

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, *P. O. Address,* .....

City and State,

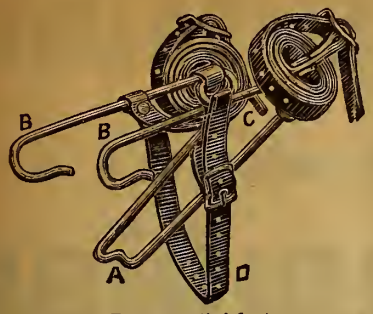
References: , ,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August, or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

SMITH'S DETACHABLE LUGGAGE CARRIER



(Patent applied for.)

"A," Bracket rests on brake spoon. "B" "B," Hooks over handle bars. "C," Straps. "D," Passes under brake spoon.

Weight only 4 ounces. Can be carried in a tool bag. Will carry a 10 pound dead weight and not sag. Send stamp for circular. **Price by mail, 75 cts. For Star Bicycle, $1.00.** Discount to the trade.

C. H. SMITH,
249 Woodward avenue, Detroit, Mich.

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"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

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To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

This is a Bargain, as it is one of the most interesting book of travel "awheel" ever written.

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No. 12 Pearl Street,

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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

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OF

New and Second-hand

Bicycles & Tricycles

For Sale or Exchange By

LLEWELLYN H. JOHNSON,

401 & 403 Main St., Orange, N. J.

Telephone 89.

No.	Size. In.	Make, Finish, etc.	Cost.	Price.
1	48	Humber Light Roadster, new, full nick. ex. Rims, B. P., C. Hbars	$147.50	$90.00
2	48	Humber Light Roadster, new, Trig. Ball Head, B. P.	150.00	110.00
6	54	Humber Lt. Rdster, new, B. P.	145.00	90.00
8	56	Humber Lt. Rdster, new, B. P.	147.50	90.00
10	56 1-2	Humber Racer, B. P.	140.00	45.00
11	57 1-2	Humber Racer, B. P.	140.00	45.00
12	58	Humber Racer, B. P.	140.00	45.00
13	30	Ideal, new	25.00	18.00
17	44	Ideal Racer, new	45.00	36.00
27	56	Premier, Hollow Forks, Balls all around C. Hbars, nick. ex. Rims	142.50	58.50
30	58	Expert Columbia, '85 pattern, C. Hbars	135.00	45.00
31	58	Expert Columbia, '85 pattern, full nick. C. Hbars	145.00	58.50
32	53	Rudge Racer, C. Hbars, ball pedals	140.00	40.50
37	50	American Club, nick. ex. Rims	150.00	67.50
40	48	American Club, Balls all round, Lillibridge saddle, nick. ex. Rims	145.00	54.00
43	54	American Club, nick. ex. Rims	155.00	67.50
44	54	American Club, Balls all round, nick. ex. Rims	150.00	67.50
45	52	Duplex Hollow Forks, balls to both, full enamelled,	125.00	40.50
47	54	Victor Light Roadster, '87 pat. good as new, ball pedals	135.00	85.50
50	59	Spalding	150.00	54.00
50a	50	Yale, nick. B. B. and Forks, Double Grip Handles, Balls both	140.00	63.00
54	36	Kangaroo. Balls both, new rubbers	140.00	36.00
58	40	Humber Cripper Tricycle, bran new, latest pattern	180.00	160.00
58a	40	Humber Cripper Tricycle, Hollow Rims, Ball Pedals	180.00	85.50
59	40	Humber Cripper Tricycle, good as new, latest pattern	180.00	135.00
61	40	Humber Racing Tricycle, weight 48 lbs., elegant road machine	180.00	67.50
62	36	HumberRacingCripper, weight 38 lbs., do for light road use	180.00	81.00
63	40	Sparkbrook Cripper Tricycle, 26 lbs., steerer, fine order	180.00	76.50
64	44	Traveller Tricycle, for gentlemen only	180.00	67.50
65	48	Victor Tricycle, 1886 pattern	125.00	58.50
66	50	Columbia 3-Track Tricycle	160.00	45.00
74	46	Metor Tandem Tricycle, strong, durable machine	225.00	67.50
75	46	Metor Tandem Tricycle, strong, durable machine, fine shape	225.00	90.00
77	34	Gendron, new	19.00	9.00
80	48	Victor, 1886 pattern, fine order	122.50	67.50
84	52	Victor, 1886 pattern, fine order, Lillibridge saddle	127.50	76.50
85	54	Victor, 1885 pattern, fine order	130.00	76.50
86	54	Victor, 1885 pattern, fine order, Nick. backbone and forks	140.00	81.00
87	54	Victor, 1886 pattern, fine order, Nick. backbone and forks	140.00	76.50
90	52	Expert Columbia, 1884 pattern, Nickel all over.	145.00	67.50
91	52	Expert Columbia, 1885 pattern, Nickel all over, C. Hbars, ball pedal	145.00	67.50
92	52	Expert Columbia, 1887 pattern, Nickel all over, Spade handles, new	145.00	100.00
93	54	Expert Columbia, full nick. C. Hbars, ball pedals	147 50	67.50
94	53	Columbia Light Roadster, 1886 pattern	147.50	67.50
97	50	Light Rudge, Nickel B. B. & Fks., Ball Ped	145.00	54.00
98	52	American Rudge	110.00	58.50
99	56	Light Rudge, Ball Ped.	147.50	67.50
102	52	Harvard, Nick. B. B. & Fks., Balls both, Hollow new tires, Lillibridge saddle	147.50	54.00
104	54	Premier, Hollow Forks, C. Hbars, Balls both, Lillibridge saddle	135.00	58.50
105	54	American Club, Nickel, except Rims, C. Hbars, Ball pedals	147.50	67.50
106	54	Coventry Champion, Hollow forks, Balls to front, new tires	115.00	45.00
107	56	British Challenge, nick. except Rims, Balls to both, Dropped Bars	147.50	58.50
108	60	Coventry National, Nick. except Rims, Balls all round, Hol. Rims	160.00	40.50
109	42	Standard Columbia, Balls to front, A1 order	90.00	30.00
110	48	Special Star, latest style, equal to new	115.00	67.50
111	50	Standard Columbia, old style, good, strong machine	90.00	30.00
112	50	Special Centaur, Hollow Fks., Balls to front, Lillib. sad	125.00	35.00
113	50	Standard Columbia, nick. ex. wheels, balls, drop bar	110.00	35.00
114	50	Humber Light Roadster, fine order, Ball pedals	140.00	70.00
115	50	Sparkbrook, splendid order Ball pedals	125.00	80.00
116	32	Rover Safety, fair order, Ball pedals	140.00	60.00
117	51	Special Star, Balls and Rollers, Hollow all through, fine	142.50	75.00
118	55	Light Rudge, Ball ped., nick. except wheels, Lillib. saddle	147.50	60.00
119	56	Expert Columbia, Fish saddle, C. Hbars, Spade handles, A1	145.00	70.00
120	44	Humber Tandem, Crypto-Dynamic, 2-speed gear, fine order	325.00	160.00

Every machine on this list is warranted sound and in perfect riding order. Machines will be shipped C. O. D., by freight or express, with privilege of examination on receipt of an amount sufficient to cover transportation charges, which amount will be credited on the price of the machine.

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THE BICYCLING WORLD

Job Office.

Estimates made on all sized jobs from a Business Card up to a Full Catalogue.

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BARGAINS, BARGAINS, BARGAINS.

A LIMITED NUMBER OF NEW OLD RELIABLE

Standard Columbias

ALL SIZES, FROM 50 INCHES UPWARDS.

BALL BEARINGS TO FRONT WHEELS AND PEDALS.

KIRKPATRICK SADDLE. DROPPED HANDLE-BARS.

REDUCED

FROM $100 TO $75.

An unusual opportunity to secure a thoroughly reliable bicycle at the price of a second-grade machine.

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THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

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THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 3 AUGUST, 1888.

Volume XVII.
Number 14.

Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—New Columbia Light Roadster Tricycle, $130. New 55-inch Columbia Light Roadster Bicycle, $100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. JOHN T. STARR, Coldwater, Mich.

FOR SALE—51-inch Special Star, '86 pattern; enamel finish, nickel trimmings, with power straps; Brooks cyclometer, Corson saddle, extra Star step, and foot rest; has not been run to exceed 150 miles, and is in prime condition. Cost $137; price $85. ALSO, one 53-inch Columbia Light Weight Roadster, complete, with Kirkpatrick saddle; weight 38 1-2 lbs.; been run about 50 miles, and is as good as new in every way. Cost $138; price $100. ALSO, one 44-inch ball bearing American Safety; enamel and nickel finish; in prime condition in every way. Cost $80; price $55. F. H. CLEMONS, Star Agent, 422 Lack'a ave., Scranton, Pa.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash $40. 4 Rudge Tandems, perfect condition, $65. Humber Tandem, most new, $125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, $175. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886. CARTER'S



Foot Rest,

FOR THE STAR,

For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

OPIUM Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.



WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,

Philadelphia.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

WANT a good Tandem or Safety. JOHN G. ZOOK, Lititz, Pa. Specify fully.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. $85 cash, not including express. Address GEO. D. HAZARD, 83 Equitable Building, Boston, Mass.

WILL SELL CHEAP—Good Victor Tricycle; also Victor Safety Bicycle, but little used by a careful rider. 555 North 17th st., Philadelphia.

FOR SALE—Marlboro' Tandem; new, 1887; very little used, and in excellent condition; has Butcher Cyclometer and all tools. Address C. E. ROBBINS, 63 Federal st., Boston.

NEW MACHINE CHEAP—One 52-inch American Champion; full nickel; bell and lamp, spade handles; machine never ridden; bought new in April. Address B. H. WARD, Fairmont, Minn.

CANOE—Wanted a Tandem Tricycle in exchange for cedar canoe "Ione;" 18 ft. long, 36 in. wide; smooth skin, radix, anchor, paddle, lead ballast, etc., lug and yawl rigs, drop rudder. E. T. BIRDSALL, 65 Fifth ave., New York.

FOR SALE—54-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. $115 at once takes it. Address O. G. WYNKOOP, Jefferson, Iowa.

$50 CASH for any first-class make of "Rover" type wheel in A1 condition. Correspondence solicited, stating make, year of build and miles ridden. H. P. USHER, Seneca Falls, N. Y.

FOR SALE—52-inch nickel and Enameled Expert; as good as new; Kirkpatriek saddle, spade handles. $75 takes it if sold at once. Be quick. P. A. SCHELL, Somerset, Pa.

FOR SALE—One 48-inch '87 pattern Special Star; balls to front wheel; cost new, $112; $75. One 45-inch '87 Pony Star; cost $112; $80, with Brooks Cyclometer. J. J. YOUNG, Braceville, Ill.

BICYCLE FOR SALE—56-inch British Challenge; nickel head and pedals; rest enameled. In first-class condition. Owner wishes to sell, not having time to ride. Buy direct, and save dealers' commissions. Terms low. H. B. S., 3205 Baring st., Philadelphia.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, $140; new this spring; will sell for 125, as I want a larger wheel. "X.," care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—A genuine Beeston Humber Tandem in first-class shape; 1887 pattern; ball bearings all but pedals; *sacrificed* for $125; cost new $260; reason for selling, no time to ride. Address J. E. SEARLES, Little Falls, N. Y. Will send for inspection.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $55; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

BEFORE BUYING,
SEE OUR LISTS.
HART CYCLE CO.,
No. 811 Arch St., Philadelphia, Pa.

A. G. SPALDING & BROS.

A BIG CUT

—IN—

HOLMES'

Self-Supporting Bicycle Hose.



Closing-Out Sale of

One Hundred Dozen,

To make room for other Stock,

—AT—

Two Dollars per Pair.

Regular Price $2.50.

The Holmes Self-Supporting Bicycle Hose are in high repute with all who have tried them. The thigh part is of rare material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

Blue,

Gray,

League Brown,

Black,

Marked Down to

$2.00 PER PAIR.

☞Mailed to any part of the country.

A. G. SPALDING & BROS.,

241 Broadway, New York,

108 Madison St., Chicago.

Send 6c. for 20 Samples and rules for

Buy no more Ready-made Clothing. Send for samples, light or heavy weight, make your own selection, take your measure by our simple rules, and order a pair of our **Celebrated $3 Custom-Made Pants,** or finer goods if you desire.

Sent by Mail or Express.

Measuring for Pants, and Full Suits.



VESTS, $2.25 COATS $8.00

Suits, $13.25 to $30.00.

A pair of *Pant Stretchers* will be given to each *purchaser*, if mention is made of this paper.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

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"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

L. A. W.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

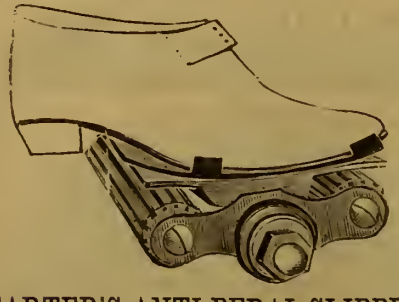
Are you going to Buffalo? If so you will want a pack of these cards.

Attention.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to fill the oiler. A cap of the same diameter fits over the top to protect the tip. Only throws a small quantity of oil at a stroke. Best and neatest in the market. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price. **50c. each.**

CUSHMAN & DENISON,
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THE BICYCLING WORLD
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 3 AUGUST, 1888.

THAT electric welding under the Thompson system is to play an important part in cycle manufacture is now an assumed fact. Up to the present time there has been no method known that would successfully weld tubing. To weld solid bodies of the same kind of metal has been accomplished ever since metal working has been an art.

The difference between the old way and the new electric method is that in the old way the metal is heated from the outside, while by electricity the centre of the metal is first heated, thus insuring a much better weld than by the old process, when it was by no means a sure thing, through lack of sufficient heat reaching the centres, to insure a proper weld. As this invention is one that will be of interest to the general riding public, we cannot do better than re-print from the circular of the Thompson Electric Welding Co. the following: "The principle involved in this new art is that of causing currents of electricity to pass through the abutting ends of the pieces of metal which are to be welded, thereby generating heat at the point of contact, which also becomes the point of greatest resistance, while at the same time mechanical pressure is applied to force the parts together. As the currents heat the metal, at their junction, to the welding temperature, the pressure follows up the softening surface until a complete union or weld is affected, and, as the heat is first developed in the interior of the parts to be welded, the interior of the joint is as efficiently united as the visible exterior. With such a method and apparatus, it is found possible to accomplish not only the common kinds of welding of iron and steel, but of metals which have heretofore resisted attempts at welding, and have had to be brazed or soldered.

Pieces of such metals and alloys as wrought iron, silver, copper, brass, lead, tin, zinc, bronze, German silver, platinum, gold and even cast iron, are not only welded to each other, but different metals can be welded one to another in many combinations, extending the applications of the process to the attainment of results heretofore impossible in metal working; while the tensile strength of the welds, as shown by mechanical tests under the direction of the United States Ordnance Department, are all that can be desired."

DEAN—SMITH.

WE know that our many readers will heartily join us in offering congratulations to our associate editor, Mr. J. S. Dean, on the occasion of his marriage to Miss Smith, daughter of Prof. Walter Smith, late of Bradford, England, deceased. Prof. Smith was formerly Director of Art Education in the State of Massachusetts, and Superintendent of Drawing in the public schools of Boston. Mr. Dean was married to Miss Smith at St. Jude's Church, Bradford, England, last Thursday, Augnst 2d. Mr. Dean is probably one of the best known cyclists in the country. Not only does he weild a powerful pen, but in the early days of cycling he was known as a hard road rider and a successful racing man. His profession is the law, and he has already made his mark among the younger members of the Suffolk Bar. He is a brilliant speaker and a thorough and conscientious worker. It is Mr. Dean's intention to enjoy the honeymoon on the Continent, after which he, with his bride, will return to this country October 2, and take up his abode permanently in Boston.

We wish the young couple all the prosperity and happiness that this world is capable of bestowing.

CHIEF CONSUL ATWATER IN BOSTON.

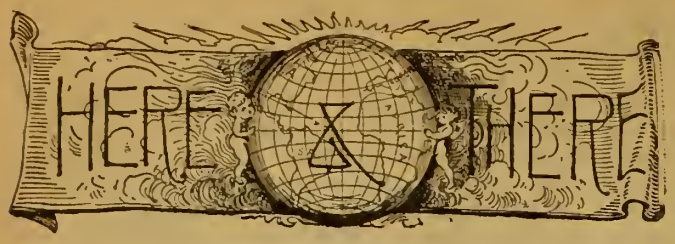
ONE of the most active men in Washington last June on the occasion of the visit of the wheelmen to Washington, and one who exerted himself to the utmost to entertain the visitors, was Chief Consul Geo. S. Atwater. The Massachusetts delegation were especially impressed with the kindly courtesy and untiring hospitality of Mr. Atwater on that occasion, when, therefore, the opportunity presented itself for the Massachusetts men to practically show the Washington gentleman their appreciation they were not slow to grasp it. Mr. Atwater arrived in Boston last Friday morning, and was at once taken in charge by Dr. W. H. Emery, of Roxbury. Messrs. W. S. Atwell, J. B. Seward and A. W. Robinson also exerted themselves to show Mr. Atwater attention. These good fellows took Mr. A. in tow, and on Friday night managed to "do" Pompeii, promenade concert and a big supper at the Quincy House as a wind-up.

On Saturday this same party took the visitor to Marliave's to dinner and then to the base ball game, on which occasion the Bostons astonished the universe by actually winning, a surprise not relished by Mr. Atwater, as the defeated club bore the name of his city. In the evening Mr. A. was banquetted at Young's by some dozen of the men who visited Washington. On Sunday the roads round Boston were sampled.

Mr. Atwater left for Washington on Monday, and we hope he had a pleasant time.

We are advised that Mr. Atwater has secured the United States agency for the sale of the new Smith cycles, and is making arrangements to push the sale all over the country.

ABOUT a month ago Wm. H. Frisbie, President of the New Haven Bicyle Club, lost a tandem tricycle, which was stolen from the place where he left it standing in New York City. On Tuesday week the machine was recovered almost on the same spot. It was in charge of two boys who had rented it at a storage warehouse. Inquiry showed that it had been sold to the keeper of the place on the same day on which it was stolen. The man who bought the tandem for $7 had to return the machine and it is lucky for him that his loss is limited to that amount. The thief has not been caught. The tandem is worth $285 and was returned in perfect condition. Mr. Frisbie is to be congratulated.



MINNEAPOLIS NOTES.

"VERNON."

"Who finished second in the five-mile race at the Caledonian games?" was the question asked by those that were unable to go down. Colie Bell came in first, with a good six or eight lengths' lead; Hale and Lackor so near a dead heat that it was hard to decide either way. Hale was afterwards, though not without some kicking, awarded second place. W. Bickley, F. W. Stahl and —— Morris finished about one-half-mile behind. Colie Bell's entering the race was a surprise to everybody, as he had stated beforehand that he would stay out because of business. On account of a wind down the home stretch, no fast time was made, it being merely a procession until the last quarter, when Bell struck into one of his famous spurts and gained six or eight lengths in about a hundred and fifty feet, which lead he held to the finish. Young Lackor finishing so close to Hale was a surprise to everybody. With good training he could make the best of them hustle. Stahl and Morris (the "dark horses") were not seen during the race. The gold medal won by Bell is a beautiful and costly one, not only for its intrinsic value, but also because it was presented by Gov. A. R. McGill. Bell was called up in the grand stand after he was presented with the medal to show it to the ladies, and was requested to make a speech, but excused himself on account of a "pressing business engagement."

The race Wednesday practically settles the dispute, which was the better man, Hale or Bell?

Mr. T. E. Moore, a League member, from Oskatoona, Iowa, is stopping in town for a while before going to Dakota.

I wonder if the Dakota boys are dead this year. They generally have a couple of meets a year, but I have heard nothing from them this year.

Mr. T. M. Slosson has been mentioned as a candidate for Chief Consul, and I think he will have no opposition whatever. Mr. Slosson is a level-headed business man of this city and would make a good Chief Consul.

Two professionals in town have been telling each other what they could do, and what the other couldn't do, but I imagine one is afraid and the other dare not. I would like to see a race between these two. I am sure it would be for "gore," as "fixed" races do not pay now between professionals.

During the last week a few members of the M. B. C. have been talking about having a State Division meet some time in September. If they give a good list of events and have it well advertised I am sure they will have a good attendance, as the people here appreciate good amateur sports. This was proven by the good attendance at the Caledonian games alluded to above. There were about two thousand people on the grounds. It is to be hoped that we do have a meet, as it will not only boom bicycling, but also increase the membership in the clubs.

PITTSBURG and VICINITY.

"DUQUESNE."

Now don't all laugh at once. The way to settle this hill climbing is to build a four or five foot path on a steep hill side. The grade can be varied by changing the direction of the path. If parallel with the line of the hill it will be level, and any desired grade can be obtained by running the path more directly up the hill. The path need not be over three hundred feet in length. Have the first fifty feet level, the second fifty feet one in seven, the third fifty feet one in six, next fifty feet one in five, next fifty feet one in four, next fifty feet one in three, and if any one wants one in two give him the medal. A path of this description need not cost much, and the money could easily be raised by subscription. Now let those who consider this a crazy, hair-brained, chimerical scheme devise one better. This is better than any road hill as the surface would be uniform. Dodging stones and other feats of fancy riding would be relegated to the realms of oblivion, and hill climbing would be substituted for hill racing.

V. C. Place and C. F. Seidell are talking of entering the Buffalo races on the Ivel tandem. If they do all Pittsburg will be there to yell for them.

T. H. Wilson, of Minneapolis, passed through here last week on his way to Washington, D. C. He wheeled via Chicago, Indianapolis, Cincinnati and Dayton.

The wheelmen of this vicinity are anxious to have Wells and Greenwood climb on some of our hills instead of Corey. If a third climb is necessary the boys will chip in and give a medal to cost between fifty and one hundred dollars to the winner, and they will put them on a hill that is a hill. Corey is only considered a grade out here and not a hill. We have two men, or rather boys, who only began riding this season, that can climb Corey, at least we think they can. This Wells-Greenwood business is not a hill climb, it's merely a hill race. Riding grades at high speed is not hill climbing.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

In reference to the Hall and Wilson Herkimer dispute, I desire to call Captain Nellis's attention to the fact that I distinctly renounced, in reporting the affair, all responsibility for the same. Mr. Nellis's statements are very positive, and his accusation of falsehood forcible, but the case stands between he and Mr. Hall, not I. Perhaps Mr. Hall will have further remarks to make.

The special train on the West Shore Railroad for the accommodation of those who desire to attend the Buffalo meet will leave New York on Saturday evening, Sept. 1st., at 6 P. M., and will probably stop at the larger cities below Albany to pick up wheelmen only, but will take on no passengers west of that city. The fare will be $8.50, or less, and tickets will probably be good through to Niagara.

If the track at the Huntington Fair Grounds is in good condition some very interesting races should be run this afternoon. The team race should be especially so, as each man is to ride one lap, namely one-mile. It remains to be seen whether a team can be gotten together which can touch that of the Long Island Wheelmen. The undertaking is a very difficult one, barring accidents.

Rumors have been floating round this vicinity of late to the effect that our Philadelphia friends are quietly organizing an immense century run, and intend showing us, before the close of the season, just how it should be done. Hope you have better weather than we, gentlemen, and that we are able to get up as complete a reception as you gave the devoted twelve. When you do come, be sure to have J. R. L. C. properly groomed to do his great sub-marine bugle act.

Mr. Medole, K. C. W., is spending his vacation at the house of the Messrs. Ebbets, at Huntington, L. I., and enjoying his wheel in company with the redoubtable riders of that place.

Mr. Barkman, B. B. C., in company with Mr. Potter, has been spending a few days off up the river as far as Rhinebeck.

Club life is at present rather slack in the Metropolitan District, on account of the absence of so many of the men on their vacations.

Mr. Lincoln, of the Mercury Wheel Club, intends taking an extended business trip a-wheel, on the way to the Buffalo meet, through New York, and would like company. He may be found at 52 John street, New York City.

The memento pins of the great century run will be ready for delivery this week, after weary weeks of waiting. They were made by the Gorham Company.

The Brooklyn Bicycle Club had thirty-four members in attendance at the hop tendered them by the management of the Massapeque Hotel, South Oyster Bay, last Saturday evening, twenty-seven of which number rode down by wheel. They report having a splendid time, and meeting lots of pretty girls. After the dance they were entertained by the Branch Order F. O. G. (Fraternity of Growlers). The Brooklyns now number over 150 members.

Messrs. Bridgeman, Crichton, Hibsen, Smith, Douglass and Ward, K. C. W.; and Metzger, Manhattan Bi. Club, ran out to Pompton, N. J., last Sunday.

A number of New Yorkers were disappointed by Well's non-appearance at Eagle Rock on Saturday last.

BOWERY BAY BEACH is the latest acquisition to the list of pleasure resorts, within a half-hour's travel of the Metropolis, and is one that is destined to receive considerable patronage from wheelmen. The list of attractions includes good music, good dinners, fishing, boating and swimming. For the use of bathers they have erected a toboggan slide, with rollers on the slide, about twenty-five feet high. Regular toboggans are used, and the sensation of skimming on the top of the water for thirty feet or so is very exciting. As an attraction to Germans, there is, back on the hill, a genuine "stork-nest," such as is common in the Fatherland. "B. B. B." may be the best reached from New York, via Ninety-second Street Ferry and Astoria.

THE many friends of Billy DeGraaf will be pained to hear that that popular individual was unfortunate enough to receive a terrible fall in Central Park, on Wednesday evening, July 25th, as the effect of a collision with an equestrian mounted on a spirited horse, over which the rider lost control. William was pretty badly "chawed up," and has turned his fickle affections in the direction of a Salvo Safety.

A MRS. CLAUSETT is the latest recruit to the ranks of the lady bicyclists in New York City, and rides a Salvo as gracefully as can be imagined.

OUR friend from Rhode Island will have to hurry in order to beat Mr. Nisbett, of the New Yorks, this month. That gentleman, up to the evening of Monday, July 30th, had made, for the month, over 1500 miles. I doubt whether this has ever been beaten for genuine road riding.

MR. FINDLEY, same club, has ridden every day, consecutively, since the 27th of May.

CHICAGO NOTES.

PRESIDENT THORNE, of the Chicago Club, issued a call last week for a caucus to nominate and support a ticket founded upon a "Liberty Bill Platform." The caucus was largely attended by our most prominent wheelmen, and the ticket, headed by Edwin Oliver, was the result of the meeting. The probabilities are that this ticket will win, as it has a practical issue, and is endorsed by leading officerc of the Chicago, Lincoln and Fort Dearborn Clubs.

A BIG time is looked for during the Illinois Division Officers' Meeting here the 25th of August, races, lantern parade, run to Pullman, etc., being among the features proposed.

THE re-instatement of Geo. M. Hendee confirms the rumor of several weeks ago in this column, which you contradicted in a later issue. I understand that Mr. Hendee has long since made application for membership in the Chicago Bicycle Club.

A LARGE number of our riders have been spending their vacations at Fox Lake, a delightful summer resort about sixty miles from Chicago. About a dozen members of the Chicagos and as many more from the Lincolns were in that locality last week.

VAN SICKLEN, Tom Roe and George Thorne are reported as soon going into training for any races that may happen their way. They are all doing excellent work and have given the best of indications that they will better anything they have done in the past.

THE Illinois Cycling Club is located in their new $20,000 club house, with four floors and fifteen feet frontage on LaSalle avenue. It is certainly the equal of any cycling club house in this country, and excels anything in Chicago up to the present time.

THE election of Chief Consul and other officers of the Illinois Division seems to bother the guessers considerably this year, and well it might. With four or five tickets in the field, and no end of withdrawals, acceptances, issues and differences, every candidate is warranted in thinking that the "other side" will succeed.

TOM ROE, who was a delegate to this convention, as I learned from conversation after adjournment, refused to endorse the ticket nominated, and has placed himself in the field as a candidate for Chief Consul. This action of Roe's is entirely contrary to political custom, and does him no credit. He should have remained neutral or else refrained from attending the convention. I trust that a defeat will teach him a lesson not soon to be forgotten.

BURLEY AYERS, the newly-elected Captain of the Chicago Club, had a run called to Racine and Lake Geneva but a fine rain (from a farmer's standpoint) interfered with the starting, and but three or four members went over the route. The Wisconsin Division were holding an annual meeting at Racine at the time and had an elegant programme prepared for Lake Geneva, but the rain kept them in Racine so long that they were forced to alter their plans.

NEW ENGLAND. "THE JOTTIST."

WE take the following from the Providence *Telegram*. It is a mysterious item, and the allusion to the "English regiments" puzzles us immensely. Can it be that little Rhody has fallen into the clutches of a foreign foe. "Providence bicycle riders who have tried the run up College Hill may be interested in the fact that one of the English regiments is experimenting with a machine called a centercycle, which has four small wheels a foot in diameter and one large one in the centre. It is said that the invention makes climbing a hill as easy for a cycler as rolling off a log." The above report is a bit unsatisfactory, and we don't want to try the machine alluded to. Unless hill climbing can be reduced to an act easier than "falling off a log" we want none of it.

THE Lynn papers speak highly of Fred Alley, Rowe's new trainer.

FAIRFIELD, Me., will be the only place in the state which will have a track especially for cyclers. It seems the owner of the race track at that place has decided to build a bicycle track inside that used for horses.

THE Cambridgeport Club men have returned from their marine trip down to the Provinces. They were the recipients of kind attentions and courtesies on every hand. Especially are they enthusiastic over the reception given them by the St. John wheelmen.

AN exhibition of an electric tricycle was to have taken place on Columbus avenue last week. The trial was not a success. The machine was there and it was started but after a few revolutions "things" gave out. What the particular trouble was, we have been unable to discover.

WHILE coasting down a steep grade in Newton, Mass., Saturday afternoon, Stephen Clyde of Meriden, who had his feet thrown over the handles of the machine, took a bad header and suffered severe injuries upon his head and face, besides breaking his jaw. He was sent to the Boston City Hospital.

MR. FRED STAPLES, of Belfast, Me., took a header from a bicycle overboard from the steamboat wharf on Saturday. He attempted to wheel between the building and the edge of the wharf, a very narrow place, and missing went overboard, bicycle and all. It was about half tide, so the distance fallen was considerable. Fred swam to a boat, obtained a boat-hook, fished up his wheel, and vaulting into the saddle, came up town none the worse for his involuntary bath.

IT is proposed to form a club of tricycle riders living in or near Malden, Medford, Melrose, Maplewood, Everett, Wakefield, Stoneham, Cambridge, Mass., and adjoining towns, having for its aims: First, the cultivation of a friendly acquaintance between the numerous riders in these towns; second, the mutual interchange of information as to roads, points of interest on routes, etc.; third, mutual suggestions as to riding, dress, the care of machines, repairs, etc.; fourth, arranging for club runs, evenings or holidays. Please state if you would be willing to join an organization having the above objects in view. Please advise by August 6th, 1888, and address "Tricycle," Box 597, Melrose, Mass.

L. A. W. 3804 thus throws down the gauntlet to the doubting Thomases of Springfield, Mass.: "Your 'New England Jottist' says in your last issue that Springfield riders are inclined to doubt the time made by Burnett, of South Hadley, in a road race from Holyoke to Springfield, as the distance is fully eight miles, over rather heavy roads, the time claimed being twenty-two minutes. Allow me, as one of the timers, to correct the impression this item has conveyed. First, the race was ridden from the Holyoke Ferry to the North End Bridge in Springfield, a distance of about six and one-half miles; second, the road was not heavy, though perhaps not in its very best condition; third, the time made was twenty-two minutes fifty-eight seconds. In conclusion, if Springfield riders seriously doubt the time made, let them post $50 or $100 that Burnett cannot again make the same distance in less time, and they no doubt can become convinced."

NEWS AND COMMENT.

WHILE riding in the cars the other day between Springfield and Worcester, we noticed bicycle tracks between the two lines of rails. We were told by Mr. E. W. Pope that quite a number of riders used the Boston & Albany track between Worcester and Springfield, as the highways were as a rule so poor.

THE Orange Wanderers are entitled to one Representative, and nominate Dr. R. M. Sanger.

A PECULIARITY of the Ohio Division meet seems to be that most of the time was spent in Michigan.

WE have yet hopes that the deciding heat in the Wells-Greenwood hill-climbing contest will be had on Corey Hill.

PRESIDENT POPE, of the Pope Mfg. Co., sailed for Europe last Saturday on one of the French line of steamers. He will return to this country about the first of October.

MR. DUCKER as a manager is a familiar subject, but Mr. Ducker as an author is a new role. Yet it is so. Mr. D. comes out as an author and promises a "serial story in six chapters," the second chapter of which appears in this issue. This story is profusely illustrated, in fact illustrations are the principal part of the story. The first chapter was entitled "Preparation," this current chapter is called "Specials." By all means look out for Ducker's serial story.

IN speaking of the proposed bicycle path between New Haven and New York, an exchange for the general press voices our sentiments exactly when it says: "How much better it would be if the towns between New York and New Haven would each macadamize the thoroughfare leading from one to the other, and thus make the old turnpike a boulevard from New York to New Haven. It might cost something, but in the end it would pay for itself." We would like to see these sentiments permeate every man, woman and child the country over, but the penny wise pound foolish doctrine seems to prevail in the rural districts, and jobbery has our municipal government by the throat so that the Utopian dream of good highways seems very far from fulfilment. Agitation is the only remedy, and so we "agitate."

IN reply to our strictures on Mr. Wells for not reporting at Corey Hill two weeks ago, the *Athlete* has the following: "By the way, why is it that the WORLD expected Mr. Wells to meet Mr. Shurman on Corey Hill when it this year excludes professionals from its road race, out of deference to the new opinions of the Racing Board?" We will say in reply to this that we "expected" it because Mr. Wells had *agreed* to be there. As to the possible complications that might arise in consequence of Mr. Wells and Mr. Shurman meeting in competition we have nothing to say, in fact this is the first time that the *Athlete* has suggested any such motive as intimated. We had always supposed that it was "business" that prevented Mr. Wells from appearing as agreed.

MR. WELLS, in the *Athlete*, in answer to our article defending President Kirkpatrick in his action at Baltimore, has the following: "But the BICYCLING WORLD, in answer to our editorial, puts itself on record as claiming that on account of the thoughtless and hot-headed actions of a dozen or so members of the League the President of the organization has a right to arbitrarily take away from the other 10,000 members the privileges and enjoyments of our annual meeting. Is this justice! Is it anything less than despotism?" For a long shot and a *bad* shot this takes the record. We have said nothing at all about the President's words on this subject, even if it is true he spoke them. President Kirkpatrick has not the arbitrary power claimed by the *Athlete*. However, the repitition of such actions has a tendency to disgust the rank and file and cause them to vote for a change in the by-laws of the League and abandon a social annual gathering.

"THE BICYCLING WORLD AND L. A. W. BULLETIN, commenting on the Murder Lane hill-climbing contest states that it is to be regretted that competition is open only to L. A. W. members. Such comment from such a source is calculated to strike dumb the faithful who pin their allegiance to the Association of American Wheelmen, the very existence of which is necessary, nay, vital, to the life of the paper that advocates such heresy. The benefits which accrue from membership in the League should not be accorded to the unattached, and entries for this contest, as in all L. A. W. races is very properly limited to members."—*Pittsburg Bulletin*. Is that so? Well, we did not know that the hill-climbing contest was to be run under the auspices of the L. A. W., in fact we thought that the L. A. W. Racing Board refused to encourage any form of road racing. Mr. Kalcher has the privilege of making this contest "open" or "limited," as he sees fit. The above eruption, however, leads us to ask, why limit to Pennsylvania members? This is the time that Mr. Kalcher should pray to be delivered from his friends —of the *Bulletin*.

THE "Piratical" editor of the St. John *Globe* writes thus of the arrival of the Cambridgeport Cycle Club in that city last Saturday: "A mysterious looking craft, with long rakish masts, carrying an immense spread of canvas, was seen feeling her way through the fog in the offing this morning, looking for a chance to get into the harbor. From her maintop the 'Stars and Stripes' were floating. Her deck appeared to be alive with men—a circumstance which gave rise to no little speculation. 'Who is she?' 'Where did she come from?' 'Why are so many men on board?' were among the many questions which the watermen asked each other, but no one seemed able to answer. Some ventured the assertion that it was some bold bucconeer who was bent on a mission of rapine and plunder, others that it was a gang of Fenian raiders, and several that it was the Boston Base Ball Club, who had fled to Canada, to escape the wrath of an enraged public. But when the craft came up the harbor and was brought to moorings at Walker's wharf speculation ended. It was then ascertained that it was the Boston schooner-yacht Fleur-de-Lis, and that her crew was composed of twenty-six jolly, good-looking fellows belonging to the Cambridgeport, Mass., Cycle Club, who were bent on pleasure and not on plunder."

HOWELL DEFEATS CROCKER.

A CABLEGRAM dated London, Aug. 1, announces the fact that Howell beat Crocker badly in a ten-mile race. Time, 26.25 3-5.

GERMANY, THE RHINE AND HOLLAND.

BY THE "SENATOR."

(Continued.)

WE now entered the Castle Grounds, and the old ruins better preserved than any castle ruins in Great Britian, soon opened to view, and our classical guide deserted the "fifteen" live and dead tongues and, with a record-breaking rapidity, plunged into bad English, with the merits and demerits on the "wonderful" old pile. Situated on a very high promotory overlooking the town of Heidelburg itself, and the shining, winding river, Neckaar, which flows practically through the town, the view is worth a climb, as it is a very grand panorama of landscape. Plunging into the deep recesses of the old ruins we were in the presence of the large wine barrel (or wine tun, as it is called), said to be the largest barrel in the world, a statement I receive with some doubt, as there are a few in the famous "Best" brewery in Milwaukee which I think, by my observation in 1883, will give this old "famous tun" a bit of start. However, this "wine bin" is said to have been full of wine on two different occasions, Napoleon and his "sojers" emptying it on one occasion. "Bony," like some other persons that I know, had little appreciation of big barrels, of peace or old relics, as he stored his powder in the cellars, and, vandal that he was, drank the wine which the old Nabob of the castle was preserving for the ages to come. We also had a peep at "Peppo," the renowned King's Jester, who was set up very much after the fashion of your Punch and Judy. The above departed individual is said to have had a daily allowance of twelve bottles of strong wine, and was seldom sober; no wonder, indeed. I thought what a splendid tandem companion this same "Peppo" would have been for some prominent English "pro.," and how they would have made Rome howl.

Climbing up another two hundred feet we had still a better view of the town, the surroundings, the University, and the students' famous (?) duelling ground (or rather building), being a large, farm-house-looking structure on the left of the river in a kind of ravine in the mountain side. Tuesdays and Fridays are the duelling days set apart by the two corps. of

RED AND WHITE CAP STUDENTS,

who hold no intercourse with each other, not even saluting in public or private, a custom so dear to Germany. There is no apparent enmity, but a kind of truce, which forbids any acknowledgment of each other. A number of fierce encounters had taken place the morning of our arrival, and one of the combatants was said to have been almost fatally wounded by the three-foot keen-edged foil or sword they foolishly gash each other with. The duelling code of the University prevents wounding or aiming at any vital part of the body, and the body up to the upper part of the throat is protected by bandages of material which would withstand a careless or unintentional thrust. The face, especially the cheek, is the principal point of attack, and we passed many students on the mountains whose red scarred faces (sometimes with freshly plastered wounds) spoke eloquently of recent encounters, which are debasing in the sight of their Maker, and a disgrace to the University of Heidelburg and their country's laws alike. Why a supposed intelligent country like Germany tolerates the flower of their race in keeping up a custom which is both degrading and a distinct type of barbarism, is a problem which the visitors to Germany cannot fathom. The result of the duel is plainly seen in the faces of hundreds of young men who walk the streets of Berlin, the livid marks testifying to the wearer's being an ex-student. They tell me the wearers of this brand of infamy and disgrace consider it a point of manly honor to carry "marks" on their persons which shows them to be courageous. Rather a "mark" of down-right imbecility, which an application of the cat-o'-nine-tails should eradicate, for the country's good. It

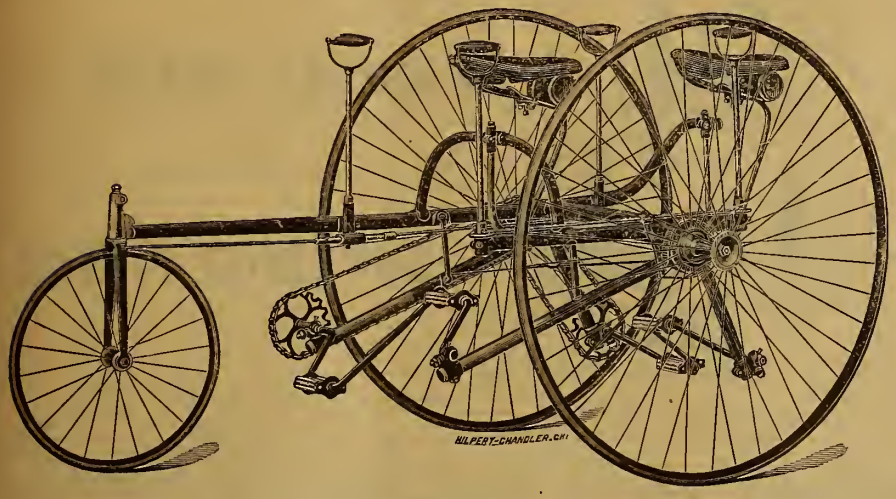
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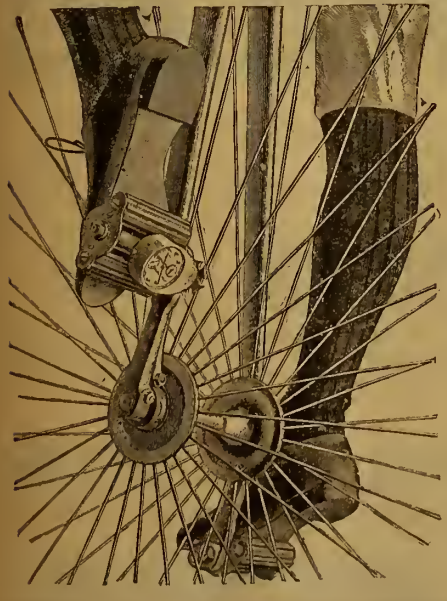
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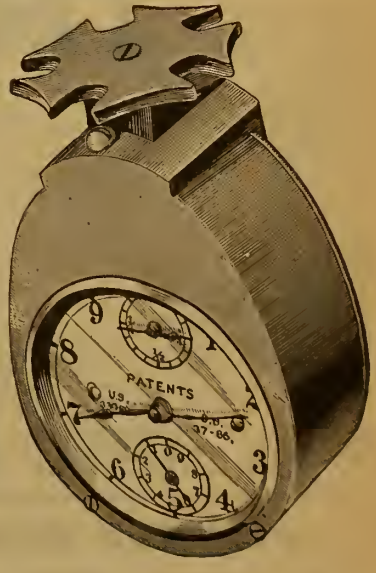


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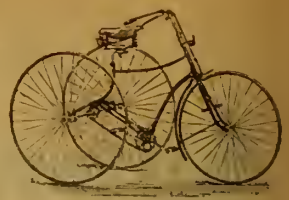
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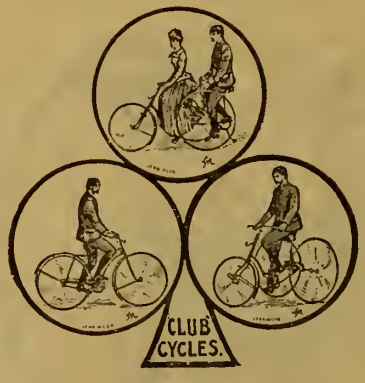
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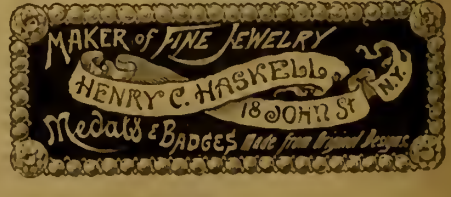
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Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl st., Boston.

seems when a young man enters the University of Heidelburg, he is expected (not forced) to join one or the other of the two corps, which are distinguished by their red and white caps which are worn at all times. Volunteers are expected to represent either side in their "contests," and the Captains of the corps have a right to order any member to battle in case he thinks fit, if the member is thought to be shirking a "fight." Six battles are waged at nearly every meeting, and the students drink wine and beer and smoke cigarettes while the battle is on and while the surgeons are busy stitching up and staunching the wounds of their comrades. In many instances, I'm told, a young man goes to Heidelburg fresh from home and the kindly influence of mother, father and sisters, and

LEAVES THE UNIVERSITY A PERFECT FIEND,

worthless in all that should commend him to the world. No doubt there is much gold amid the dross, but to the minds of many people I conversed with on the subject, Heidelburg is the nursery of vipers in too many instances. First class professors of all kinds find the young men are much fonder of unseemly brawls than their Horace and Virgil. Even the son of the "Iron Chancellor" (Prince Bismarck) was confined in the University prison for three days for some misdemeanor—fancy a prison being necessary at such a place—and another young man was in prison all one session except three weeks, for infringements of the University laws, some of which are strict. If the duelling was put under the ban the place would soon become worthy of praise.

Well, to return to our visit to the castle. After climbing some four hundred feet, Temple discovered he was tired, but Woodside cried "excelsior" and I said "let her go," so the "romantic" took charge of the guide and conducted him back to the starting point, and having an evening engagement in Frankfort, Temple boarded a train, and "Woody" and self went on climbing, until at last we surmounted the extreme peak of the very picturesque "Koningsthol" mountain, and were soon sitting down near some students who were patronizing "Bacchus." Among them, strange to say, was a Chicago youth, who, after looking at our signatures in the visitors' book, jumped up and said, "Well, I'll be gol-darned, boys, I never expected to see you here, I saw you race in Chicago in 1883." In this youth we soon recognized an amateur who used to do some practice in the exhibition building on the lake front. A general introduction to the "white caps" followed, and as several of them spoke English I gleaned what I was after, "information" of the University. They seem a careless lot, but imbued with much good sense, and in reply to my condemnation of duelling in general, they said it was an old institution and custom, which was the only "charm" (?) to their college life in the mountains. Our newly made acquaintances soon left and went howling down the mountain path, their shouts and laughter were at last lost in the distance. Looking over the visitors' register, names and cities of America were frequently seen, New York and Chicago furnishing many. Two Irishmen, with the usual vein of Irish humor, had, of course, been up the monntains, and James Flynn, residence, Ireland; occupation, "Parnellite;" remarks, "Hurrah for Home Rule;" John O'Donnell, residence, Cork; occupation, "Moonlighter;" remarks, "Hurrah for Parnell." We climbed the 250-foot observatory tower, and as the setting sun illumined the landscape we looked towards eight famous places in European history. To our left with a golden brilliancy sparkled the waters of the Rhine, some fifteen miles distant; on our right was distinctly seen the far stretching Black forest; immediately facing us were the tall spires of the Strasburg Cathedral, and the city of Worms, a city

MADE FAMOUS BY MARTIN LUTHER

and his defiance of temporal power in preference to possible death and retraction of his doctrine of the reformation. The town of Heidelburg looked like the miniature city of a peep show, and the river Neckaar looked like a silver vein winding and squirming through the mountains and valleys. For two hours we were lost in awe and admiration of the scene. I can never forget the influence it had on me; a soothing influence, which deprived me of all energy. Never again do I expect to look on a more brilliant or impressive panorama.

"'Woody,' it is ten o'clock," was my exlcamation, as my companion started from his dreamland reverie. "I had no idea of that, the time travelled so quickly," was the response, as we hurried down the steps, and after purchasing the inevitable "views" from the German female custodian, we made a hot pace down the mountain in the now fast closing gloom to catch our eleven o'clock train for Frankfort. At eleven o'clock we drew up somewhere, I'll be hanged if we knew where. "We are lost as surely as were the two babes," said Woodside, and in truth we were amid pitch darkness and mystery surrounded us. We held a council of war, and the subject debated was "shall we proceed or rest in this cavern, a huge excavation in the mountain side?" "Proceed," was the reply, and so we journeyed on. It was nearly twelve o'clock when the moon arose, and in ten minutes we found we were ten miles to the left of the town of Heidelburg. Getting into a fair path we piled on steam and again soon found ourselves looking at the castle by moonlight. Hastening to the station we found the next train left at 4.30 A. M., and as we were booked for our trip down the Rhine the following day we visited the nearest hotel to the depot, giving the porter instructions to call us at four sharp. It has been reported that prowling bears had been seen on the mountains, and while resting near the cave loud growls were plainly discernible, and the rushing through and crackling of the broken, dried sticks in the path, told us plainly danger was at hand. Bracing ourselves against the side of the cavern, we drew our bottle of Schnapps and pen knives, and were preparing to sell our lives, when——"Get up, or you will be late for your train," was heard through "the keyhole in the door," and I jumped out of bed, glad to find my bear dreaming, fighting fancies were not realities.

HASTILY SWALLOWING A VILE CUP OF COFFEE,

which we had bribed the porter into furnishing, we sought the station. Here we were able to see the sun rising in all his majesty from above the mountains, and flood the valleys with its rays, so we were fortunate enough to see the sun set, moon rise and sun rise over Heidelburg within twelve hours. Arriving in Frankfort at 7.30 (it took our train three hours to do fifty miles), and as Mark Twain puts it "were perfectly safe." Taking train for the Manz (or Mayence, as it is called in English,) we found, on arrival at the latter place, we had only ten minutes to catch a fast steamer down the Rhine to Cologne, and as the distance to the boat was a full mile we did some "hustling," and the driver who carried our not small quantity of baggage and ourselves evidently thought people with no small amount of impatience and energy were aboad. Making the "cabby" beat record, we reached the side of the pretty steamer just as the Captain had given orders to cast the gangway plank off. Throwing our baggage pell mell into the steamer, and creating a regular panic, we jumped aboard, much to the amusement of the German skipper and the crowd of well-dressed passengers who witnessed the energy displayed.

(To be Continued.)

SPECIAL RATES TO BUFFALO.

NOTICE TO MEMBERS.

To New York State members—Special excursion tickets from Binghamton, N. Y., and point west of a vertical line drawn through Binghamton at one fare for round trip, with price of admission to fair added, sales to commence Sept. 3, return tickets to be available within five days from and including date of sale. Special excursion tickets from other points in Trunk Line territory at one fare for round trip, with price of admission to fair added, tickets to be sold September 3, 4, 5 and to be good for return passage within ten days from and including date of sale. Wheelmen in New York State and on the N. Y. C. and connections, will correspond with George R. Bidwell, 313 West 58th St. New York City, who has special rates and arrangements made for a special train.

Massachusetts members—The fare for the round trip from Pittsfield, Mass., will be $7.32, Springfield $8.49, Worcester, $9.71 Boston, $10.65. These rates will be good for fifteen days. The carriage of wheels will be free, but they must come on certain trains, which will be designated hereafter. Wheelmen at Florence and Turner's Falls, will take train to Springfield. These rates have been secured through the kindness of the Boston and Albany Railroad, and wheelmen are respectfully requested to form small parties and inform Mr. Ducker of Buffalo of their number. It is hoped to arrange this matter so as to start a special train from Boston especially for wheelmen and their friends. The Boston and Albany Railroad in making this concession are deserving of the patronage of wheelmen. They will also return over their line free all exhibits sent to the Exposition. Wheelmen are requested to write Mr. Ducker regarding rates and time of leaving train at their earliest convenience.

ROUTE FROM WICHITA TO HUTCHINSON, KANSAS.

No. 16,827 wishes to know something about Kansas roads. An excellent road is that between Wichita and Hutchinson. Leave Wichita, via Oak street bridge, ten miles west to "ten-mile post;" north seven miles to Colwich; between these points a mile of sand will work up one's appetite. At Colwich I will make "16,827" at home. From Colwich to Andale, seven miles, due west six miles, north one mile; Andale to Mt. Hope, one mile north, two west and four miles north; Mt. Hope to Haven, eight miles west and angle northwest, one and one-half miles; Haven to Hutchinson, north

west angle fifteen miles. Good roads to speed on most of the way. Whole distance, 55 1-2 miles.

A. Jos. Henley and Harry West, of Wichita, made 100 miles Sunday, July 22, 1888, in ten hours and a few minutes, actual running time.

No. 16,228. Colwich, made a quarter in 39 3-4 seconds on a sixty-inch Spalding last Saturday, July 21.

Wichita has a club of forty members. About seventy-five wheels in town. 16,228.

NEW YORK DIVISION.

Chief Consul Bidwell of New York has sent out a strong circular to the Division members and Consuls asking their aid in making the Division Meet at Buffalo, September 5th, the largest and most sucessful in the history of that Division. The transportation committee is hard at work perfecting transportation arrangements. As fast as perfected the particulars will be printed in this paper. By referring to page 279 there will be found some facts on this matter.

THEY DID NOT CLIMB MT. WASHINGTON HILL.

Editor Bicycling World: I see your correspondent from this place mentions Messrs. Stone, Suda and Lewis as having taken part in the Mt. Washington run at Baltimore, and as having climbed all the hills, Mt. Washington included, without a dismount.

Now I would not like to come right from Mt. Washington hill and countenance an assertation so wide from the truth as the above, and the more as it is known to many of the readers of your paper, who were there, to be untrue.

We of the St. Louis did *not* climb the hill, did *not* try to. Got off on various occasions. When we do dally with the truth we have the judgment to do it when there are not so many acquaintances available as witnesses.

Truly yours, C. H. Stone.

GRADE OF HOG BACK HILL, ROCKPORT, OHIO.

Editor Bicycling World: In your collection of big hills, please place Hog Back Hill, in Rockport, Ohio, 9 miles southwest of Cleveland, as our local terror. It is 810 feet long (horizonal), 115 ft. 2 inches rise, average, 1 foot in 7.04. The last 80 feet from the top rises 1 in 4.6, the next 60 rises 1 in 5, and the next 100 rises 1 in 5.6, and near the bottom is 30 feet with a rise of 1 in 5. The hill has been climbed but 4 times, each on Stars, 1st Robert Ruck, August 29, 1886; 2nd, H. E. Chubb, September 5th, 1886; 3rd, Walter Collins, October 3rd, 1886; 4th, Robert Ruck, July 22, 1888. Compared with the famous terrors, this is not a long hill, but it is the steepest of any I've heard of being climbed on a bicycle. We would like to have some of the cracks try it, and let us know just how tough it is; out here we have the utmost respect for it. This hill was surveyed September 5th, 1886, by Herman Stearns, now of Boston, who has the original survey. I only copied the steepest grades given above. To encourage some of the champions to try it, I wish you would publish this. Yours, Rambler.

THAT RACE OF THE ORANGE WANDERERS.

Editor Bicycling World: The newspaper prerogative of attempting to be funny, led your gifted pen into one or two misstatements last week, in speaking of the Orange Wanderers' road race. In the effort to afford a little harmless amusement, you were compelled to make assumptions and draw inferences without the slightest foundation of fact, and now that everybody has had a good laugh over the "queer ruling" of the Orange Wanderers, I trust you will permit me, by a short statement of fact, to correct the misapprehensions caused by your article.

In the first place the Wanderers have never held a club race that was not open to any and every class of machine. The first road handicap of the club was won by two members on a Humber tandem tricycle, and numerous entries have been made on safeties and single tricycles.

Secondly, neither of the tandemons have uttered a word in print until your quotation from a local daily, which without the slightest grounds, you credit to them, compels this protest. The paragraph in question was written by a green reporter of a paper, without the the knowledge or authority of any club member whatever. In view of this fact, an apology would not be out of place, Mr. Editor.

Finally, there has been no protest, nor are there any indications that any will be made, and the whole affair is evidently a case of making a mountain out of a molehill, occasioned by the usual midsummer scarcity of news bicycular.

I enclose a paragraph from last week's Orange *Chronicle*, which should close the controversy. L. H. Johnson.

[We received the account of the affair, as printed last week, through our regular channel, and we had no reason to suppose it was not correct. We are pleased to give Mr. Johnson's letter space.—Ed.]

IN DEFENCE OF THE ACTION OF THE NEW YORK AND NEW JERSEY ROAD RACING ASSOCIATION.

Editor Bicycling World: Your criticism of us for allowing a change of teams when running off the Alphabetical Association's tie, prompts me to say a word on behalf of the Executive Committee; a word which we had hoped would be rendered unnecessary by the sober second thought, not perhaps of the cycling correspondents, but at least of cycling editors. The fact is, that you all fail to grasp the idea that our association has practically founded a new kind of race; not a race between teams, but a race between clubs. It was established primarily for the purpose of determining semi-annually which *club* in the vicinity of New York had the best average of road riders, as evidenced by its selection of four men for representatives at a semi-annual race. Nowhere does our Constitution recoganize individuals, but only clubs; and therefore Messrs. Kluge, Baggot, Stenkin and Gubleman did not tie Messrs. T. J. Hall, Wilson, Beasley and Marion on Decoration Day, but the Hudson County Wheelmen tied the Kings County Wheelmen. This is a condition altogether different from those of the races to which you have been accustomed, and requiring different treatment.

Whether or not this was a fair condition of things or an expedient one, is something with which the Executive Committee had nothing to do: they were governed by the technicality of the law as they found it, and could not be influenced by any questions as to what hardships it might work. Speaking for myself, I think it is the fairest possible arrangement, as otherwise one of the clubs might be compelled to forego running off the tie by reason of death or illness of a man who had ridden for them in the original race, as would have been the case with *both* clubs in this instance; since Mr. Baggot had been seriously injured and Mr. Marion out of training on account of having to nurse his brother. In the case of an ordinary tie, if one of the competitors is in any way incapacitated from running it off, it is his own loss only; but if an entire club is thrown out on account of an accident to one of its members, it would certainly work injustice.

Under all the circumstances, therefore, your illustration strikes me as what we would have called in 1876 *ultra vires*.

Yours truly, E. J. Shriver.

Baltimore, July 27, 1888.

ANOTHER VICTORY FOR THE LEAGUE

Editor Bicycling World: Having just won a victory over the anti-cycling powers in the town of Tracy, in this State, I feel constrained to give you a brief account of the affair. Tracy is a town of some 1,500 inhabitants, in the southern part of Minnesota. In June, 1888, the village Council passed an ordinance prohibiting the use of cycles on certain streets of the town. Under this ordinance several wheelmen were arrested and fined, notably, Rev. J. H. Long of Currie, an account of which appeared in your columns. The Minnesota Division of the League became interested and decided to investigate. On Saturday, July 21st, I rode into town and spent half an hour riding over the prohibited territory, one block in the centre of the town. The village Marshall failed to appear, and the Mayor and Councilman squinted at me from around corners, but didn't interfere. Later I left the town, to spend Sunday at Lake Shetk, some ten miles out, leaving word at the hotel that I would be back on Monday or Tuesday. As soon as I left the town, the authorities "braced up," talked loud, and threatened to send out to the lake and arrest me. But the talk was all wind. Monday afternoon, Rev. Long and myself rode into town and put up at the hotel, as usual. We then called on the Mayor, and endeavored in a fair and gentlemanly manner, to induce him to secure the repeal of the ordinance, telling him the League would be perfectly satisfied with an ordinance keeping wheels off the sidewalks. If this should not be done, however, we told him we would send men in, have them arrested, sue the town for heavy damages, and in all probability win our suits. He wouldn't listen to reason, but blurted out with, "No one with any brains rides a bicycle, unless he is an invalid," and continued to pour out a torrent of abuse upon wheelmen in general, and myself in particular. We soon bowed ourselves out, and went to supper. Later we hunted up the Justice and Marshal, as the Mayor told us a warrant was out for our arrest. But those worthies said there was no warrant, so I could not get in limbo. As nearly as we could ascertain, the Mayor, after his interview with me, ordered the Marshal not to make the arrest. The upshot of the whole matter was that on Wednesday evening, the Council repealed

the obnoxious ordinance, by a *unanimous* vote, and the Mayor has signed the repeal. Thus, once more has the power of the League been demonstrated. In justice to the citizens of Tracy, I should say that almost to a man, they were opposed to the ordinance, and that it was kept in force only through the obstinacy of the Mayor, Dr. H. M. Workman. Please put his name on the black list.

Fraternally, A. M. Welles,
Redwood Falls, Minn., July 27, 1888. L. A. W. 4241.

[We append below the ordinance as a literary and typographical curiosity. We reproduce exactly, with errors and remarkable spelling, as it appeared in the local paper.—Ed.]

"An ordinance to prevent the riding of vilocipedes, bycicles and roller skates in the village of Tracy.

The village council of the village of Tracy do ordain and establish the following ordinance.

Sec. 1. It shall be unlawful for any person to ride vilocipede, bycicle or roller skates on the streets or on the sidewalks on Third and Fourth streets or on that portiion of South and Morgantstreets lying between Second aud Fifth Streets.

Sec. 2. Any person violating the provisions of this ordinauce, on the conviction thereof, shall be subject to a fine of not less than 3 nor more than $10, or by imprisonment in the village jail not to exceed five days and costs of prosecution.

This ordinance shall be in force from and after its passage.

Passed June 17th, 1887. Chas. W. Main, Recorder.
H. W. Workman, President."

A LADY'S RECORD RIDE.

Miss Maggie Kirkwood, of Maplewood, rode a century on a tandem, in company with her brother, on July 29th. She rode from her home in Maplewood to Newbury and return, and made up the distance by a run to Cliftonndale. We think this is the first century made by a New England lady.

THE POSTPONED NEW CASTLE (PA.) RACES.

The race meeting of the New Castle Bicycle Club that was postponed on July 4th, on account of rain, will be held on August 30th. The programme has been rearranged, and new prizes will be offered. The L. A. W. half mile championship and the Pennsylvania one-mile championship will be decided.

Arrangements are being made with the rail roads to secure special rates from Buffalo, which will enable racing men training there to run down and take part in these races.

GOOD ROAD WORK OVER HILL AND DALE.

Messrs. Jo B. Northern and Ed. D. Fisher left Nashville, (Tenn), last Sunday, July 22, for a day's run (24 hours), and completed 138 1-4 miles, over common country roads, this now being the long-distance record of the State. Mr. Northern was mounted on a 52-inch New Mail. He was one of the party who made the 108-mile run a few weeks ago. Mr Fisher rode a 53-inch New Mail. He was one of the party who wheeled from Nashville to Niagara Falls last summer, the longest day's run being 105 miles, from Cleveland, Ohio, to Erie, Pa. He also rode the 108-mile run on July 1. The Butcher hub cyclometer on his machine shows at present 3,471 miles wheeled since June of last year.

McCUNE AND LEAVITT.

An impromptu, though very interesting little match, was run off at Chesnut Hill Reservoir the other day between W. M. McCune and E. F. Leavitt. The distance round the basin is 1 1-16 mile, and the time made was 3.30 1-2, not very fast, as the surface was not in bang up condition. The men being together all the way round, and on the rounding into the straight 1-4 mile, speed was put on, and determined effort was made by each man. Leavitt rode hard, but McCune calculated his powers, and put on a "little bit left" just a few yards from the finish, winning the race by a bare length. McCune rode a Springfield Roadster.

100 MILE STATE OF KANSAS RECORD BROKEN.

It has been noticed for some time the enthusiasm of the Wichita (Kansas) wheelmen is on the increase. On the morning of July 22 could be seen on the bulletin board at the Henley sign studio this inscription: "July 22, Off for Peabody. 2 Lieuts. Wichita Wheelmen." A. Jos. Henley and Harry Lesh had concluded to try their speed on a hundred mile run. They started from corner of Dougals avenue and Main street, Wichita, at 3.45 A. M.; arrived in Newton at 6.45, where they stopped forty minutes for breakfast; arrived in Peabody at 9.25, at which place they stopped until after dinner, leaving Peabody at 2.10 P. M.; arrived in Newton on return trip at 4.10 P. M.; left Newton at 5 o'clock, and arrived in Wichita at 8 o'clock, making actual time of riding ten hours and distance one hundred miles.

The hundred-mile record for the State of Kansas was made at Leavenworth on the Government pike in twelve hours by C. C. Candy. ex-Consul. Messrs. Henley and Lesh say if they would have had such roads as that they could have made it in two hours less time. The Wichita men traveled over the ordinary prairie roads, taking everything as it came, and report some of the road between Newton and Peabody so rough that it would make a pedestrian shiver to walk them.

The record breakers are to be congratnlated on their pluck to tackle and success in accomplishing so long a run in so short a time, esqecially during such warm weather.—*Exchange*.

SYNYER WINS THE ENGLISH 5-MILE CHAMPIONSHIP

This event at North Shields, lately, brought out a splendid field, not in numbers but in quality. When such men as Synyer aud Kilkelly meet, there is always sure to be blood on the moon. In the draw for position, Kilkelly got inside, Carruthers, on a safety, came next, and Synyer got outside place. Carruthers made pace, and very hot pace it was, several times he tried to run away from the others, but he could not do it. Three laps from home the racing became terribly hot, and it was not until after a game effort that Carruthers had to drop to third place. From this to the finish Synyer and Kilkelly rode neck and neck, until 50 yards from the tape, Kilkelly made his supreme effort, but Synyer proved game, and came in a winner by a few feet, time, 15m. 4 3-5s. Carruthers came in about 10 yards behind. It was a grand race.

THE WAIONTHA BICYCLE CLUB RACES.

The Waiontha Club at Richfield Springs, N. Y., will hold a race meeting at Richfield Springs, N. Y., August 15. The following programme will be presented:

10.30 o'clock A. M.—Parade. Prizes for club having the largest number of members in line; for best drilled club; for best uniformed club, and for handsomest rider in parade· 2.00 o'clock P. M.—Races.

LIST OF EVENTS.

1, one-mile novice; 2, half-mile club novice; 3, half-mile open; 4, two-mile, Oswego County championship; 5, half-mile, hands off; 6, three-mile record; 7, one-mile team race (teams of three men); 8, fancy riding (15 minutes); 9, five-mile (15 minutes class); 10, one-mile, W. B. C. championship; 11, one-mile dash; 12, half-mile consolation.

Entrance fee fifty cents for each event. Entries close August 13th at 12 M., with August Kinne, Richfield Springs, N. Y.

RACING AT PITTSBURG.

The Pittsburg Cycling and Athletic races, on the 25th, were well attended. The track is much better than on July 7th, when they held their first meet. The first event was the quarter mile open, won by A. C. Banker, in 42 1-5; Lenz made his effort on the home stretch, slipped a pedal, took a header; W. D. Banker tried to get around him, but failed, and bruised his knee when he fell. Lenz very foolishly, rode a machine that he was not accustomed to. Half-mile handicap, A. C. Banker, scratch, 1st, in 1.31 1-5; W. M. Justice, 40 yards, 2nd One mile open, A. C. Banker, 1st, in 3.22; W. D. Banker, 2nd, by half a wheel. Half-mile run and ride against the record, by W. D. Banker, was made in 20.9 4-5; he fell, making the pedal mount 1-8 mile from finish; he was well inside the record and would have succeeded had he had a step on his machine. He will certainly do the record next time. The half-mile safety handicap was won by W. C. Coffin in 1.33, with Gloninger, (scratch), second. Coffin won considerable more than his handicap—next time let Coffin concede the same handicap to Gloninger, and then we will see a race. Consolation race, one lap, Justice, 1st. in 40 sec., Gloninger second.

A. C. Banker rides well, and, barring his ankle, which is poor, would make a good one--he is fairly of good physique and ought to make a good stayer.

Coffin surprised nearly every one by his speed; he rides wild on the turns, and should remedy it by a little practice.

It was a day of surprise. Gloninger was considered pretty near a sure winner in the Consolation. Duquesne.

We have had occasion to try the Carter Anti-Pedal Slipper, and we found it a great aid in holding the foot firmly in place on the pedal. We found it excellent for those who use the ankle motion, as quite a good pull can be secured on the up-coming pedal. Riders should understand that this anti-slipper in no way *binds* the foot to the pedal. The foot is absolutely free, and can be taken as quickly from the pedal as though the anti-slipper was not attached. The price, $1.50, is ridiculously low, and they are for sale by W. B. Everett & Co., 6 and 8 Berkeley street, Boston. See advt. and cut of same on page 272.

A WALK-OVER FOR GREENWOOD.

WELLS HURTS HIMSELF.

As about 150 impatient cyclers were waiting at the foot of Eagle Rock last Saturday for Mr. Wells to put in his appearance, an excited and heated rider dashed up and announced the fact that Mr. Wells had taken a very bad header on the Ridgewood road in South Orange, breaking his machine, spraining his wrist and cutting his knee, thus incapacitating him for riding that day, at any rate. The referee at once asked Mr. Greenwood if he desired to ride over the course and claim the race. Greenwood's position in the matter was manly in the extreme, as he refused to do this until he had seen Mr. Wells, and had communicated with his principals. In the evening Mr. Wells and Greenwood met, and it was decided that if Greenwood's principals would consent he would stay and ride the race next Saturday, Wells agreeing to pay all his expenses. The reply from the Meacham Arms Co., received on Sunday, instructed Greenwood to ride over the hill and claim the race. This was not to Greenwood's taste, but he did as he was bid, therefore, at 5.30 on Monday, Greenwood was started. The condition of the hill was horrible, being very muddy and heavy. Notwithstanding this, he struck a good pace, standing on his pedals, as he always does, and not touching the saddle. It was evident that he was going to make a record time, and this was proved, as he finished the distance in 7m. 34 4-5s., the best previous made by Chickering, Aug. 5, 1885, when the time was 9m. Greenwood then made the following proposition: That John A. Wells was to ride over the course Aug. 4, and in case his time beats that made by Greenwood, then Wells is to meet Greenwood on Son-of-a-Gun Hill, St. Louis, within four weeks. It is hoped this generous offer of Greenwood's will be accepted. He has a right to the championship and a right to the medal, so his sportsmanlike behavior in this matter will gain him many friends and admirers. Greenwood intended to have left for St. Louis to-day, but he missed the train. The length of the hill is placed at 4650 feet, with an altitude of 185 feet 4 inches. In 1400 feet the grade ranges from 7 to 11 feet in 100; the average grade is 8 feet in 100, the lightest grade being 7 feet, and the heaviest, extending 150 feet, being 12 1-2 in 100 feet. RATCHET.

SPECIAL.—July 31, 1888—Hal. W. Greenwood left for St. Louis at 9 A. M. to-day, and took with him the good wishes of a host of friends. RATCHET.

OHIO DIVISION MEET.

IN accordance with your instructions I herewith hand you an account of the meet of the Ohio Division held at Toledo, July 23, 24 and 25. I also send you an official programme. [A very neat specimen of typography.—ED.]

"Business first and pleasure afterwards," was the idea of the officers, and so the first thing we find on the programme is the business meeting. Chief Consul Dunn called the meeting to order shortly after 10 A. M. Mr. E. O. Brown, on behalf of Toledo wheelmen, extended a hearty welcome to the visitors. Among other things Mr. Brown said: "Unfortunately the President of the club is ill, and the former President, the gentleman who could more fittingly welcome you than I, is detained by the death of a relative, and it falls upon me to bid you welcome to Toledo. On behalf of the Toledo Cycling Club and the generous city of Toledo, I extend to you a most cordial welcome. You already know the programme. We shall entertain you by a moonlight ride upon the lake upon one of the finest steamers. Shall wheel or walk you through a portion of the Peninsula State, where it is claimed they have the finest roads. You will visit the City of the Straits, and finally return to Toledo, where you will again be welcomed, and be sent on your way rejoicing." Chief Consul Dunn made a fitting reply.

T. J. Kirkpatrick, President of the L. A. W., made a telling speech, in which he showed the great advance the League had made towards financial soundness and prosperity. Mr. F. C. Meyer, of Canton, Ohio, the Secretary-Treasurer, then made a report.

The present division membership is 831, an increase of 63 over last year.

Cincinnati, with 100 members, heads the list; Toledo comes next with 90; Cleveland, 83; Canton, 54; Springfield, 47; and Columbus, 26. The balance range from 11 to 22 members. The financial report shows a balance on hand of $152.41, as against $10.65 for last year.

The Division Constitution and By-Laws were made to conform with that of the national body. The meeting adjourned at 1.30.

Dinner was then in order, and at 4 o'clock the photograph was taken and

THE PARADE

was formed and put in motion, with about 150 men in line. A squad of mounted police did efficient service. It was the intention to start the parade at an earlier hour but a threatening storm delayed the event. By the time to start on the

MOONLIGHT EXCURSION

the sky had cleared up, and a more perfect night for a trip on the water could not be imagined. The music started up and the cyclers sought fair partners for the dance. A more enjoyable evening it has not been my lot to ever have. Toledo's daughters were bright, pretty and excellent dancers. We were all sorry when the Greyhound reached her wharf, and when the order "all ashore" was given.

The following morning, July 24, was bright and pleasant, and the thoughts and faces of the wheelmen were turned

TOWARDS ANN ARBOR,

Mich., for which point a special train was taken at 8 A. M. The principal part of the day was spent in riding over the fine roads of the city of Ann Arbor and vicinity, and with riding to Ypsilanti and return. At about 5 P. M. the

HILL-CLIMBING CONTEST

was called. G. W. Smith Kamp, of St. Marys, made the best time up the hill but was ruled out of the race because he was not a member of the League of American Wheelmen, and the first prize was awarded to Edward J. Bamatt, of Springfield; time 2m. 54s. The second prize, L. A. W. pin, was given by this ruling to C. V. Richardson, of Bryan; time, 2m. 57 1-2s. Smith Kamp's time was 2m. 49s. He has since made application to the League for membership. The time was the best ever made in a half-mile-up-hill race, and distanced the best time made last year by the Michigan Division by 30 seconds.

After the hill contest it was "scorch" for Ypsilanti, and the last man in to sleep on the roof and be food for the festive mosquito. I have been unable to find out the name of the unfortunate one. I am sorry to report an accident that happened to Mr. Davison, of Ann Arbor. He fell and fractured his arm.

THE LAST DAY

was full of pleasure. The majority of the excursionists rode into Detroit, and under pilotage of local wheelmen "did" the city. Dinner was taken in the city, and at 6 P. M. the good steamer Greyhound was taken for Toledo, which city the excursionists reached at about 9 P. M., and then, in the language of the programme, "Good-bye."

Hospitality and cordiality on every side. D. A. C.

FOUR DAYS' RACING INSTEAD OF THREE AT BUFFALO.

THE desire and demand for races is very great on the part of racing men, while the promised attendance of wheelmen all over the country will far exceed that of any cycle meeting ever held in the world. With this condition of affairs confronting us, supplemented by the demand for more races by wheelmen, the Fair Association has been obliged to take some action, and accordingly has voted to add one more day to the meeting, and will give races September 5. This will make the tournament days September 4, 5, 6 and 8.

The total value of prizes will be $6500. There will be ten races each day, making forty races in all. Our great 100-mile road race will make in all five days of good sport.

On the 7th the great 100-mile road race, under the auspices of the BICYCLING WORLD, but managed by Mr. Ducker, will be held, starting from Erie, Pa., and finishing on the fair grounds at Buffalo. This race will be run over the finest course in the country and valuable medals will be given.

CONNECTICUT DIVISION MEET.

THE annual meeting of the Connecticut State Division of the league of American Wheelmen was held last evening in the rooms of the New Haven Bicycle Club in Todd's block. Members of the division from other cities and towns in the state arrived early in the afternoon, and were escorted about the city and to East Rock Park by members of the local club. The business meeting was called to order at 9 o'clock by Chief Consul Tracy of Hartford. The report of the Chief Consul showed a gain in membership during the past year, both in the State and National Leagues. The membership of of the League at large now numbers 10,626, an increase of 1146 since June, 1887. The report of Secretary-Treasurer D. J. Post of Hartford showed the State Division to be free from debt, with a balance of $210.10 in the treasury. The following nominations were made by President W. M. Frisbie of the New Haven Club, and confirmed by the State Division: Chief Consul, Charles E. Larom of New Haven; Vice Consul, C. E. Brockway of Middletown; Secretary-Treasurer, E. A. DeBlois of Hartford: Representatives, D. J. Post, Hartford; W. H. Squires, Meriden; W. T. Williams, Yantic; C. D. Knox, Lime Rock,

The division voted to present ex-Chief Consul Huntington of

Hartford with 20 copies of the division road book, in recognition of his labors in its compilation.

The constitution and by-laws of the division were amended to conform to the laws of the National League.

After the meeting, a collation was served, impromptu speeches were made by several of those present, and the lights burned brightly in the pleasant rooms until a late hour.—*New Haven News.*

HARTFORD TOURNAMENT NOTES.

CYCLING talk hereabouts mainly relates to the Wheel Club's big tournament. The club men are jubilant over the prospect that their present venture is bound to eclipse any previous Hartford meet, which is certainly counting upon a good deal. Advices from prominent racing men out of Connecticut indicate a field of starters to remind one of the old days at Springfield. Comments on the programme, which is exclusively short distance in its make up, are of the congraulatory order, and show that long races are disliked by riders as well as spectators. All of the best amateur and professional riders, American and foreign, are booked for Hartford, and the local and State racing interest is at a pitch never equalled before.

During the last two years the wheel club has brought out a dozen riders, any of whom can do 2.50 and better. Most of them are now in training for the tournament. The best men are undoubtedly De Blois, Harding, Dresser, Fahy, Chapman, Gruendler and Hatch, the last named being a new rider who handsomely won the road race a month since. The club also has a unicyclist, Reed, who will pedal his single wheel against time at the tournament. Among Connecticut men outside of Hartford who are expected to add to the interest of the meeting are Hart and Arnold, of New Britain, the former now State champion; the two Fosters, of Elmwood; Backus and Pickett, of New Haven, who are now training in Hartford; Miller, of Meriden; and Lyman, Steele and Miller, of Bristol. F. F. Ives, of Meriden, ex-champion and later promateur, will make his debut as a full-fledged professional.

To the prize list has been added a Columbia Light Roadster, presented by the Weed Sewing Machine Co. "G."

JUNIATA WHEELMEN.

THE Juniata Wheelmen, of Huntington, Pa., held an impromptu hill climbing competition on the 23d, followed by a moonlight run, in honor of Mr. Scheffey, the genial representative of Messrs. Gormully & Jeffrey, of Chicago. The boys started out at a swinging gait, and kept the pace with a regularity of rythm o'er the hills and through the dales of what is known as Stone Creek Road as far as Black Bridge, which had a tiring effect on the biceps of some of the juniors. On the return journey a scorch took place all the way home, which brought the boys up hills they had never climbed before, in consequence of which the hill climbing fever is now one of the special features among the wheelers of this Puritanical village. A. C. Willison, mounted on his new Springfield Roadster, and, with an enthusiasm equal to that of the redoubtable P. M. H., essayed to get up School House Hill, one of the deepest graded of our many natural excrescences in this district, in consequence of which a number of persons turned out to see the heroic attempt made. Willison made a bold effort, and finally got to the top, a salvo of deafening cheers going up from the people at the foot of the hill at this exhibition of pluck and perseverance.

A run out was afterwards made in the direction of Snyder's Hill, our second steep grade, which was sucessfully mounted by both Willison, and D. L. Drake, mounted on a Singer Challenge; Willison afterwards climbing the grade on a 52 Singer Apollo.

Snyder's Hill is a very steep grade, has a sharp turn, and is in a very bad state of repair, consequently the two successful climbers feel that their names should be recorded amongst the immortals, while their dignity has increased two-fold.

On the 21st the Juniata Wheelmen attended an ice cream festival, held by the Ladies Loyal League of the G. A. R., attracting a motley crowd, which added somewhat to the funds of a charity having for its object the promotion of patriotism, and graced by the "sweetness and light" of the fair daughters of one of the most charming natural scenic spots in Central Pennsylvania.

Bert Miller, the efficient Captain of the Juniata Wheelmen, and whose amateur racing records are well known, has accepted a position in the commercial world that will preclude his riding for some time. He has therefore resigned his rank, and his wheel is for sale. The duties of Captain have been transfered to the shoulders of W. M. Teban, who will endeavor to fill the void left vacant by so efficient a leader as the former Captain was conceded to be. "R."

WHERE THE COLUMBIAS ARE MADE.

THERE is a homely phrase which presents itself to our mind, and which we think particularly appropriated to the fix in which we found ourselves last Thursday week. The phrase we refer is, "He has bitten off more than he can masticate." The occasion on which we felt this phrase applicable, was that of our visit to the Columbia factory at Hartford, at which time we expected to "do" the factory in a couple of hours. When we arrived there, and announced our intention of going through the factory in 120 minutes and reporting all that we saw, expressions of surprise and incredulity were manifested by Treasurer Pope and Mr. Day, the President of the factory. And when we ourselves reached the factory, and the vastness of its proportions dawned upon us, we felt that we were way off on our calculations of time, required to report what we saw, and what was worth seeing, satisfactorily. In fact, two days instead of two hours would be nearer to the mark. However, we were in for it, so under the pilotage of President Day, we commenced a race through a portion of the building. There is little doubt that this factory contains machines and tools in sufficient variety and number, to be able to turn out work of every description, and of the most complicated and varied patterns. In the matter of fitting the factory with machinery, the question of expense is never considered. It is simply a question of utility and usefulness. If it is found that there is a certain machine in existence, which they do not possess and which does certain work better than has heretofore been accomplished, that machine is at once purchased and put into active operation. This liberal system of having the best to produce perfection, is a policy which has governed the Columbia people in fitting up of this factory. The concern has many specialties in the methods of building their cycles. It will be simply impossible for us to mention one tithe of these specialties. One of them which struck us as being a good thing was the rear fork of the Volunteer, made in such a way that the guage of the metal was much thicker at the top portion, which spans the wheel, than it was at the ends which fastened to the axle. This causes strength where strength is needed. As lightness is desired when strength is not sacrificed, a great deal of useless metal of the Columbia Light Roadster is bored out. For instance, the plug, the part of the neck to which the backbone is brazed, is usually solid; but in the case of the Light Roadster the plug is bored out, and a neat sheet iron cap is fitted in and fastened by means of pressure. This removes a great deal of weight, and at the same time in no way detracts from the strength. This system in the construction of the Light Roadster is followed whenever it is proven that the strength is in no way affected. The method of construction of the axle and hubs of the Light Roadster is also curious and expensive. In most makes the axle and hubs are made from drop forgings in one piece. This was not good enough for the Pope Manufacturing Co., and so they employed the very finest quality of steel for the axle. On to this the flanges and hubs are screwed, and, after they have been screwed home tight, they are keyed into position, so that it is impossible to get them off. So fine is the joint where the shoulder of the hub and that of the axle meet, that when turned down and finished the eye is not able to detect the joint made. It is claimed by the Pope Manufacturing Co. that by this method only, are they able to secure an axle and a hub which will not break or bend.

We were taken into the forging shop where they were placing two large extra hammers, and, as the machinery was stopped in consequence of the change, we did not see the machines at work, but there were a great many of them, and of all sizes. We were informed by Mr. Day that in a couple of weeks they expected to be fitted with an apparatus for welding by electricity, so that the old method of brazing joints would be entirely done away with. There is no doubt that this new method is far in advance of anything yet devised. It is capable of welding solid or tubular bodies, and it will weld metals of varied ductility. In fact, we were shown a rod, composed of sections of steel, iron, German silver, copper and brass, welded in one solid rod, with the joints as perfectly marked as though each section of metal was alone.

We were then taken to the engine room, where an enormous Corlis engine was running the machinery of the vast shop. "When we are out of work," said Mr. Day, "we shut down the engine for repairs, which is the usual way, I believe, and from the fact that we have not had to 'repair' the engine in two years, it can be seen that we have not run out of work."

From the engine room, we were taken to an immense fire-proof brick and iron building. "In this building," said Mr. Day, "we keep the parts of 1000 machines, so that in case of fire, we would be able to supply the market during repairs and rebuilding." It was a great sight to see the parts of these machines hung all over the building, from racks and from the roof. About four feet from the wall and eight feet apart, were two wooden frames filled with small boxes containing all the small parts of these thousand machines,

each box being labelled and numbered. From here, we were taken and put on the elevator and run up three stories. This elevator passed through the centre of long machine shops, filled with machinery and busy workmen. We did not have time to get off the elevator, but stopped about half way between the floor and ceiling, and took a birdseye view of each floor. It was a most aggravating position of things, as we are particularly curious and interested in all methods of the cycle manufacture, and here we could only get a distant view of it. On one of the top floors was a large store room, filled with parts of bicycles, tricycles and safeties, ready to be put together at a moment's notice, for it is a method of the Pope Mfg. Co. not to assemble any more machines than are required to fill orders, as the daily mails may bring in. In this way the machine is newly set up, and the machine is sent from the hands of the inspector ready for the road, and with no chance for time to thicken the oil, or dampness to rust the parts. All the rooms are fitted with patent sprinklers, and at convenient points racks are placed on the wall, containing chemical fire extinguishers and glass bombs. The workmen of the shop are also organized into a thorough fire department, so that in case of an alarm, each man knows his place, and will repair at once to his duty. A fire-proof shed is in course of erection for the storage of their dies, valued at over $50,000.00.

The factory at Hartford and the office in Boston are connected by a long distance telephone over a private wire. For the comfort and the convenience of the employees a large reading room, capable of accommodating fifty men, has been fitted out with all the New York, Boston and Hartford daily papers, all the latest magazines, and illustrated papers, and all the cycling periodicals and publications of the world. Coffee is also served to the men from this room.

Mr. Day, the President of the factory is a wonderfully active and efficient man. He commenced as a boy with the Weed Sewing Machine Co., but by sheer force of character and ability, he has placed himself in the highest and most responsible position in the gift of the corporation. He is not only a thorough mechanic, but a business man, full of energy, resources and enterprise.

INTO THE YOSEMITE.

BY S. F. BOOTH, JR.

(Continued.)

We were ready for supper at seven, and we had a delicious meal. The regular charges at the Stoneman House are $4.00 per day, but I secured a reduction to wheelmen of $1.00, making it $3.00, and if they do not wish to sit at the first table they can secure even a greater reduction. The Stoneman House was built by the State, at a cost of $40,000; contains ninety rooms, seventy-nine of which are bed-rooms, so that it possesses ample accommodation, the visitors being mostly transitory, few staying longer than one day.

While at the Stoneman House we lived very high, and sat at table with lords and noblemen galore, and we were doubtless taken by the foreign noblemen to be dukes in disguise, at any rate we were treated as though we were.

Having telegraphed for a new backbone we were ready to retire, and secured from mine host his topmost room, where we would be free from noises, as we had had some experience on the road, of people getting up at 4.30 and tramping around the verandas.

Next morning we were up bright and early and found it raining quite hard. Hastily dressing and despite the rain we were soon outside, where a beautiful sight was presented as the clouds drifted through the valley. A thunder storm was expected, but we were disappointed in that regard. After breakfast we repaired to Wells Fargo's office and got our shoes, which we had expressed to the valley to do our tramp with. Here we met the Guardian of the valley, and found him to be an old Franciscan. Having many mutual friends we were soon on good terms and secured lots of information.

After a look at the great register, wherein is recorded the names of the visitors to the valley for about ten years, we visited the Big Trees station and viewed several hundred photos. of different points of interest in the valley. Here we were kindly introduced by the Guardian, and as it was still raining we endeavored to amuse the ladies by singing some bicycle and college songs.

At one o'clock, the rain having slacked up a bit, we strolled up

TOWARD THE VERNAL FALLS,

distant about two and one-half miles from the hotel. It was a fine walk up a gentle grade, the trees forming a perfect shade from the sun, which was now out in all its glory and fervency.

We hadn't gone very far up the trail before we came in sight of a rushing torrent tearing down over huge boulders. We both stopped and gazed in wonder, giving vent to our astonishment in a series of "grand" adjectives.

We pushed on slowly, drinking in the grand panorama, till we arrived at a bridge which crosses the stream. Arriving in the middle of it we came in sight of Vernal Falls in all its sublimity. (I'm afraid I'll exhaust my supply of adjectives before I get much farther, but I'll keep it up as long as possible.) Both our arms shot out almost simultaneously, and as we shook hands, Joe said, "That's what I have long wanted to see; a large volume of water, shooting clear from the rocks, not running down, a narrow stream, like the Yosemite." That was my own idea of what a waterfall should be, and accordingly we sat down and gazed at it till we thought we'd recognize it most anywhere.

The Vernal Falls, when we visited it, was about 80 feet wide and from two to four deep, and it sweeps over the granite cliffs with one magnificient bound to a depth of 330 feet.

I must confess that as we gazed we had an overpowering sense of the sublime sweep over us, so we determined to gain a closer inspection of such grandeur.

After crossing the bridge, we took a path to the left, which our guide had told us was a short cut. It was a short cut too, there being places where there was barely a foothold and a single misstep would have hurled us to eternity, We got round all right and soon found ourselves in the mist and spray created by the falling water. Having passed through this we found ourselves soaked through, but knowing that our Jersey suits would quickly dry, that fact didn't worry us.

We got up to a point about 20 feet off and having feasted our optics on the beautiful vision, climbed a series of ladders, we gained the summit and were soon at the brink of the falls. We drank some of the cool water, as it rushed over, perhaps a

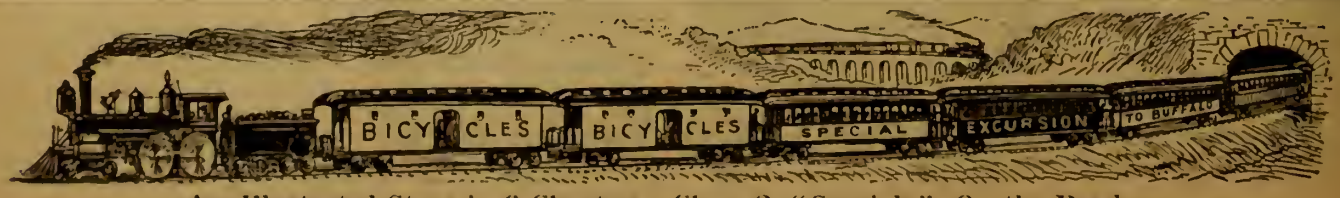
RATHER FOOLHARDY ACT

when you think of it in cold blood, but at the time, we didn't consider it so. From the top of the Vernal we had a fine view of the Nevada Falls, which is the next finest fall in the valley with a descent of 617 feet, but is not so heavy or wide as the Vernal, nor does it fall so grandly, nevertheless, as we had come to get on top of everything we walked on, up a winding, twisting trail, and soon stood on a bridge looking over the falls, from whence we had a lovely view of the canyon we had just ascended.

(To be Continued.)

COMING EVENTS.

August 2, 3, 4—Massachusetts Division Meet at Cottage City.
August 15—Waiontha Bi. Club Races at Richfield Springs, N. Y.
Aug 18.-Michigan Division L. A. W. Meet at Grand Rapids.
August 30—New Castle, Pa. Races.
Sept. 3—New Jersey Athletic Club Races.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 7—Lockport, N. Y., Wheelmen Races.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Eoslow, P. O. Box 372.



An Illustrated Story in 6 Chapters.—Chap. 2, "Specials"—On the Road.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

WE are now in the twenty thousands. Wonder how long it will be before the two steps out and lets three take its place.

MEMBERS who go away for two week or more at this time should not burden us with a change of address on our mail list. We have very many changes each week and mistakes will occur. A two-cent stamp left at the local office will secure the forwarding of the paper and save the risk of mistake always attendant upon two changes.

IN checking the names of voters in the present election the Returning Boards should not use the mail list, for it is not and cannot be accurate. Mr. A lived in Boston when he renewed, and he was credited to the Massachusetts Division. He has no right to vote in any other division, but he has removed to Chicago, and his name is in the Illinois mail list. Frequent changes of this kind are going on. Every Secretary-Treasurer is furnished with a list of renewals, and the names of applicants appear in the BULLETIN each week. It is the duty of these officers to keep an accurate list of division members, and this list should be used in sending out ballots and checking voters.

Election Laws.

Election laws, nominations and other matters of importance pertaining to the election have been published in preceding numbers as follows:

Number of Representatives that States are entitled to	June 29
California Laws	June 29
Massachusetts Districts and Nominations	July 6
" Nominations	July 13
Rhode Island Laws	July 13
New Jersey Laws	July 13
Indiana Laws	July 13
Illinois Laws	July 20
" Nominations	July 20
Virginia Laws	July 20
Missouri Nominations	July 20
Maryland Laws	July 20
California Nominations	July 20
Michigan Laws	July 20
Wisconsin Laws	July 20
Virginia Nominations (2)	July 20
Indiana "	July 20
Minnesota "	July 20
Michigan "	July 20
Tennessee "	July 27
Pennsylvania Committee	July 27

Maryland Division.—Important.

I take the pleasure in announcing that from this date and until further notice, wheelmen will be allowed the free use of all carriage drives in Druid Hill Park of Baltimore at all hours, with the exception, that between the hours of 3 P. M. and 8 P. M. they will not be allowed on the drive around the Druid Lake, the plateau in front of the Mansion House, nor on the Prospect Hill. Other than these three points, which are not desirable for wheeling between the hours named above, the wheelmen can go where he may choose, yet I trust that at all times the riders will exercise the greatest possible care, and use every means to avoid any accidents, and to be especially careful when passing carriages driven by ladies. These privileges are extended by the Park Commissioners as a trial, and should there be any accidents from carelessness on the part of the wheelmen they will be taken from us, and be the means of throwing us back upon the old privilege of two through drives to the Pimlico drive. Hence I hope the wheelmen of Baltimore and vicinity will so appreciate this extension that they will not only exercise care themselves, but they will keep a watch on other riders, and stop them when they are seen violating any of the Park ordinances. Should the police stop any wheelman in the Park from riding on other than the three drives mentioned, they will please report same to me at once together with the number on the officer's helmet.

Rate of Speed.

Bicycle, tricycles and other vehicles will not be allowed to travel at a greater speed than six miles an hour.

Path Riding.

At no time and under no circumstances will a wheelman be allowed on any of the foot-paths nor the promenade going up to the band house in the Park. The Park police are instructed not to warn, but to arrest any wheelman violating this ordinance. In case of an arrest for such an offence, the Maryland Division L. A. W. cannot protect the offenders.

Sidewalk Riding.

I would also call attention to the fact that riding upon sidewalk within the limits of the city of Baltimore is a direct violation of the law and is punishable by a fine of $10 or imprisonment. Since the annexation of what was formerly known as the Belt, the police of the city have received special instructions to arrest any one caught riding upon the sidewalks. Hence I would caution all wheelmen against this sidewalk riding, which is still practiced by some from North avenue to the various entrances to the Park. This must be stopped. If the wheelmen want their rights asserted they must abide by the laws of the city. The Maryland Division will protect its members so long as they protect themselves by abiding by just laws. But they cannot take any action in cases that are in direct violation of such laws. Trusting our members will guard their Park privileges as a sacred trust, and take warning about footpath and sidewalk riding, I am most

Fraternally, A. E. MEALY,
C. C. Md. Div.

Missouri Appointment.

I have appointed L. A. Meyers Local Consul for the town of Miami, Mo., and vicinity.

W. M. BREWSTER, C. C.

Wanted.

A traveling companion to go a-wheel to San Francisco, Cal.; expect to go via Denver and Salt Lake City. Anyone desiring to make this trip address

HARRY LESH, Wichita, Kansas

State Championship.

The one mile New York State championship race is hereby assigned to the Binghamton Wheel Club, and the same will be run on the 6th of August.

GERRY JONES,
Chairman Racing Boaard.

Tennessee.

The Tennesee Division will hold its annual meeting in the rooms of the Nashville Bicycle Club, Church St., for the transaction of regular business. Members are invited to bring their wheels, as a run will be arranged. Thursday, August 16th at 7.30 for the meeting, the run will take place the next day.

J. C. COMBS, Chief Consul
Robert Rodes, Secretary and Treasurer.

Pennsylvania League Clubs.

Secretaries of League Clubs in Pennsylvania will please send me their addresses at once in order that I may send out voting blanks.

J. G. CARPENTER Sec.-Treas.
Wilkes-Barre, Penn.

To the L. A. W.

The photographs of the ninth annual meet held in Baltimore on June 18, 19 and 20, are now ready for delivery, and I am pleased to state that taking into consideration the difficulty of making a picture in the glare of a noon-day sun, it has made a very creditable picture; so much so that nearly every one of upwards of 700 faces can be easily recognized, and together with the handsome background of the Mansion House presents a very fine appearance. Members of the L. A. W. or clubs desiring to procure copies, can do so by addressing the Secretary-Treasurer of this division, Mr. R. M. Lockwood, 1731 McCulloh St., Baltimore, Md., at the cost of $2.50 each for the large size.

Fraternally, A. E. MEALY.
C. C. Md. Div.

Indiana Nominations.

I nominate the following ticket for Indiana Division: Chief Consul, J. Fred Probst, Terre Haute; Vice Consul, Geo. P. Davis, Rushville; Secretary-Treasurer, L. M. Wainwright, Noblesville. W. A. HUGHES,
L. A. W. No. 40—9192.

In making up the ticket Josh neglected to name a candidate for Representative, so in behalf of his many friends I nominate Josh Zimmerman of Indianapolis for the above place, L. W. OTTO.

New Jersey.

To New Jersey Members;

The Nominating Committee present the following ticket for your consideration:

Chief Consul, Dr. J. H. Cooley, Plainfield.
Vice Consul, Dr. G. Carleton Brown, Elizabeth.
Secretary-Treasurer, Robinson Pound, Plainfield.
Representatives, John B. Lunger, Newark; Frank Eveland, Jersey City; W. B. Banker, Passaic; Dr. Fred A. Kinch, Westfield; E. F. Burns, Smithville; Henry B. Thomas, East Orange.

ROBINSON POUND, Sec.-Treas.

Michigan Division.

A reduced rate of one and one-third full fare to delegates attendingt he State meeting at Grand Rapids, August 18, has been obtained over the following railroads:

Chicago and West Michigan.
Chicago and Grand Trunk.
Detroit, Lansing and Northern.
Detroit, Grand Haven and Milwaukee.
Duluth, South Shore and Atlantic.
Flint and Pere Marquette.
Grand Rapids and Indiana.
Lake Shore and Michigan Southern.
Michigan Central.
Michigan Air Line.
Cincinnati, Jackson and Mackinaw.
Pontiac, Oxford and Port Austin.
Toledo, Ann Arbor and Northern Michigan.
Saginaw Valley and St. Louis.
Grand Rapids, Lansing and Detroit.
Cincinnati, Wabash and Michigan.
Grand Trunk (Detroit Div.)
Toledo, Saginaw and Muskegon.
Wabash and Western.

The following conditions must be adhered to, to obtain the reduced rate:

Delegates must purchase regular full fare tickets from starting points to Grand Rapids, and secure from the ticket agents at starting points a receipt on the certificate sent them, showing that they have paid full fare to destination, and on arrival at Grand Rapids have E. M. Mooar, Chairman Local Transportation Committee, sign certificate on the back; this will show that you have been in attendance, and the ticket agent at Grand Rapids will, on surrender of each certificate, sell delegates a return ticket at one-third regular unlimited fare, via route as traveled going to the meeting.

Delegates should be particular to have their certificate properly filled up and signed by agents at starting points, if they wish the benefit of the reduced rate returning.

Do not buy your ticket before August 17, as certificates will not be honored if it is. E. M. MOOAR,
Chairman Local Trans. om.

Annual Meet Iowa Division.

L. A. W. meet at Grinnell, Ia., July 17, 1888, called to order by Vice Consul C. W. Dibble.

The Secretary-Treasurer made a brief report; full financial report to be made Sept. 1.

The Touring Board reported that they had planned a tour per instructions of Division, and were ready to start.

Committee on Constitution and By-Laws reported, and report was adopted.

The Chief Consul then appointed Messrs. Emerson, Cropper and Sherman as Nominating Committee, who reported at once as follows:

For Chief Consul, R. L. Thompson, Muscatine; Vice Consul, C. W. Dibble, Osceola; Secretary-Treasurer, J. F. Rall, Cedar Rapids; Representative, H. L. Chase, Cedar Falls.

J. F. Rall positively declining to serve another term, Mr. H. B. Cropper of Cedar Falls, was nominated as Secretary-Treasurer, after which the report of the committee was adopted.

The following was then unanimously adopted:

The Iowa Division, League of American Wheelmen, recognizing the courtesy we have received from the railroads of Iowa,

Whereas, There is great difference in the methods of transporting bicycles on the various roads;

Resolved, That we respectfully ask you to consider the subject of making uniform the methods of transporting wheels as baggage, and request that a genera

order be given us for publication at our expense in the guidance of Iowa wheelmen; and

Resolved, That we respectfully favor the check system of carrying bicycles. J. F. RALL,
Secretary-Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 150—Total 100—10,844.

BOSTON, Aug. 4, 1888.

CALIFORNIA DIVISION—7—376.

Deceivers.

20051 Brown, O. E., Pomona
20052 Eno, Bert, "
20053 Race, J. N., "

Los Angeles Wheelmen.

20005 Spier, S. G., 16 West 3d st., Los Angeles

Oak Leaf Wheelmen.

20025 Reed, Joe H., Stockton

Unattached.

20031 Echlin, Chas. E., 216 Sansom st., San Francisco
20032 McMurrey, Milton, Crescent City

CONNECTICUT DIVISION—1—435.

Winsted Wheel Club.

20026 Dauchy, J. Edwin, West Winsted

DISTRICT OF COLUMBIA DIVISION—2—127

Unattached.

20076 Bartlett, John L., 1221 Mass. ave., Washington
20077 Williams, Edw. A., 307 11th st., S. W., "

ILLINOIS DIVISION—9—666.

Capital City Cy. Club.

20079 Newman, Phil. A., 1108 E. Washington st., Springfield

Oakland Wheeling Club.

20028 McPike, E. F., Room 58, 205 LaSalle st., Chicago

Ramblers.

20081 Holmes, F. H., Kankakee

Streator Wheelmen.

20054 Bown, Albert, 126 No. Shabbona st., Streator

Unattached.

20080 Dickerson, J. W., Western Electrician, Lakeside Building, Chicago
20055 Whitgreave, C. T., 266 Wabash ave., "
20078 Edwards, Owen M., Springfield
20072 Ransom, J. E., "
20071 Fleming, G. J., Waverly

INDIANA DIVISION—2—190.

Bridge City Cyclers.

20057 Wipperman, F. H., Logansport

Unattached.

20050 Mason, W. H., Huntington

IOWA DIVISION—1—152.

Unattached.

20068 Shumack, Frank A., Marion

KANSAS DIVISION—1—139.

Unattached.

20080 Hall, D. L., Belle Plaine

KENTUCKY DIVISION—2—85.

Unattached.

20073 Bush, W. R., cor. Vine and Lower sts., Lexington
20058 Tarr, T. H., "

LOUISIANA DIVISION—2—46.

La. Cy. Club.

20007 Ulmer, W. W., 59 Jena st., New Orleans

New Orleans Bi. Club.

20006 Guillotte, Chas. B., 98 Common st., "

MAINE DIVISION—2—120.

Skowhegan Wheel Club.

20009 Atkinson, C. A., Skowhegan

Unattached.

20010 Dow, Mart A., Waterville

MARYLAND DIVISION—2—427.

Unattached.

20082 Park, Harry, Boys' Home, Baltimore
20083 Sultan, E. J., care Sharpe & Dohme, "

MASSACHUSETTS DIVISION—6—1163.

Maverick.

20033 Skinner, Albert M., 104 London st., E. Boston

Unattached.

20034 Young, E. C., 42 Gray st., Boston
20011 Cheney, F. A., 144 Bloomingdale st., Chelsea
20012 Seaverns, C. P., 9 Harris ave., Jamaica Plain
20013 Seaverns, John A., "
20084 *Heath, Mrs. Geneva J.*, Wakefield

MICHIGAN DIVISION—5—321.

Flint Wheelmen.

20085 McIntosh, Geo. D., 414 Court st., West Flint

Port Huron Wheelmen.

20074 Wilson, Wm. L., Port Huron

Unattached.

20014 Pierce, H. M., Nat. City Bank, Grand Rapids
20015 Whiting, Perry, 210 5th ave., "
20104 McHenry, Geo. A., Chippewa Lake

MINNESOTA DIVISION—2—104.

Unattached.

20059 Long, J. Henry, Currie
20016 Denegre, Edward, 3 Irvine Park, St. Paul

MISSOURI DIVISION—1—322.

Eurota Bi. Club.

20035 Hallowell, R. M., 3040 Wash. ave., St. Louis

NEW HAMPSHIRE DIVISION—2—99.

Keene Bi. Club.

20027 Smith, Walter H., Keene
20036 Tottingham, C. E., "

NEW JERSEY DIVISION—6—681.

Orange Wanderers.

20017 Barnes, Robert, Box 31, E. Orange
20019 Dodd, John B., 285 Dodd st., "
20020 Lozier, Robert T., Edison's Laboratory, Orange

Unattached.

20037 Benton, O. L., 1147 Magnolia ave., Elizabeth
20038 Cahoone, C. E., 42 Elizabeth ave., Newark
20018 Colgate, A. E., Edison's Laboratory, Orange

NEW YORK DIVISION—20—2263.

Buffalo Ramblers.

20039 Bamberg, Chas. H., B. German Ins. Co., Buffalo
20040 Crooker, B. I., 310 Elk st., "
20041 Gibson, John J., 139 Riley st., "
20042 Kelley, Fred C., 33 Bennett st., "
20043 Shack, W. G., 34 Glenwood ave., "
20044 Welshofee, J. L., Gracigent & Co., "
20045 Wirtner, John J., 440 Jeff st., "

Dutchess Wheel Club.

20022 Pouquet, Morton L., Fishkill

Hudson Bi. Club.

20029 Malleson, Edward B., Box 844, Hudson

Orange Wanderers.

20021 Townsend, Everett, 27 W. Houston st., New York City

Poughkeepsie Bi. Club.

20023 Smyth, Dr. P. N., 348 Main st., Poughkeepsie

Unattached.

20063 Forbush, Chas. P., 84 E. Genesee st., Buffalo
20064 Packwood, Wm. J., M. D., 1280 Michigan st., Buffalo
20094 Schweiger, G. C., 638 Genesee st., "
20087 Hill, F. C., Chester
20065 Roberts, W. C., Corning
20088 Town, Albert W., Elba
20062 Chatry, Raymond J., 37 Wall st., New York City
20060 Hatch, Foster L., 495 Gwich st., "
20061 Hayden, Fred B., 52 Park place, "

OHIO DIVISION—12—869.

Oberlin Bi. Club.

20066 Teuney, Theodore E., 38 No. Professor st., Oberlin

Unattached.

20096 Song, James W., Bryan
20075 Hardesty, Harry, Canal Dover
20047 Petty, John P., Box 706, Cincinnati
20097 Taylor, M., Box 59, Genoa
20092 McLain, Frank C., Massillon
20090 Keil, Augustus, Pemberville
20095 Snethkamp, G. W., St. Marys
20093 Miller, A. S., 53 W. Main st., Springfield
20089 Case, Byron A., Probate Office, Toledo
20046 Hiett, Oliver N., 319 15th st., "
20091 Keil, Edward, Woodville

PENNSYLVANIA DIVISION—5—1357.

Bedford Wheelmen.

20098 Marlin, Harry A., Bradford
20099 Walker, J. A., "

Lanc. Bi. Club.

20103 Reist, Alvin, Lancaster

Unattached.

20049 Sidney, Edwin A., 1910 Arch st., Philadelphia
20048 McDonald, A. Fleming, 83 4th ave., Pittsburg

RHODE ISLAND DIVISION—8—232.

Newport Co. Wheelmen.

20024 Kelley, G. H., Newport
20050 Smith, Geo. W., 3 Hall ave., "

R. I. Wheelmen.

20067 Aldrich, Allen, Howard
20068 Gettner, Chas., "
20069 Pendleton, Howard, "

Unattached.

20100 Sawin, James M., 11 Beacon st., Providence
20070 Stanley, Albert A., 14 Pallas st., "
20030 Hoar, Chas. A., Warren

TEXAS—1—25.

Unattached.

20101 Cummins, A. J., 134 N. Walnut st., Sherman

WEST VIRGINIA DIVISION—1—34.

Unattached.

20102 Dunbar, C. G., Parkersburg

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address,* . . . . . .

City and State, ...

References: , ,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August, or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The Tenor of Testimonials of

NEW MAIL

And coming to us every day. No question about this Wheel's standing in the estimation of riders.

The Wheel of Wheels!!

The demand keeping up all the time.

TESTIMONIALS:

NEW YORK.

MESSRS. WM. READ & SONS:

Dear Sirs—I must give you the praise that is due the New Mail. I have been a rider for the last 12 years, and have been on almost every wheel in the market, but have at last struck my favorite of all, the New Mail, one of which is now in my possession. It is, without exception, the truest, easiest and lightest running machine I was ever on. I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly, G. F. PERRIN.

MESSRS. WM. READ & SONS:

Gentlemen—The New Mail came in good shape. I am very much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball head on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part. Yours truly, C. R. FLOWER.

MANUFACTURERS:

WM. READ & SONS, - - 107 Washington Street, BOSTON.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

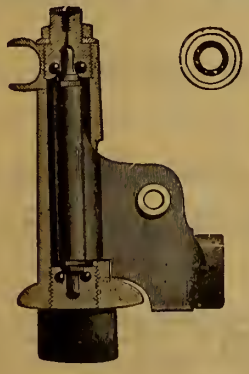
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

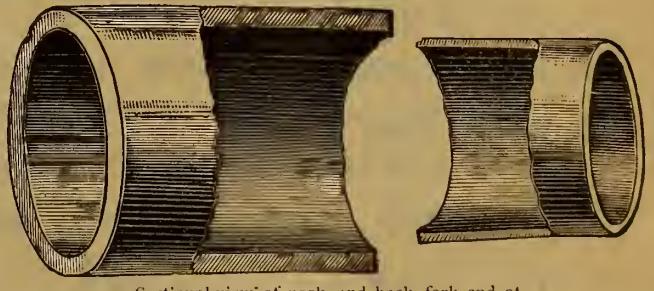
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

Not a Broken Backbone Last Year!

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

AT TOLEDO, OHIO,

The total number of wheelmen in the parade of the Ohio State Divison Meet, on July 23, was

186.

109 ✣ RODE ✣ COLUMBIAS.

On the tour from Toledo to Ann Arbor, Mich., the total was

167.

88 RODE COLUMBIAS,

As follows: Experts 30, Col. Lt. R. 24, Volunteer 20, Veloce Safety 8, Tricycles 4, Tandems 2.

The riders not only know a good machine when they see it, but they do more, they ride it.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 10 AUGUST, 1888.

Volume XVII.
Number 15.

Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.

SPECIAL.

All Advertisements in this Department 20 cents a line.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; $140 cash. Columbia Tandem, new last fall; in excellent condition; $175. Bicycles from $25 to $100. Send for list. The above Tandems to be sold before Sept. 1st. WHITTEN & CO., Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, $130. New 55-inch Columbia Light Roadster Bicycle, $100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

NEW Special Star and Second-hand Stars for sale cheap. Repairing done promptly. JOHN T. STARR, Coldwater, Mich.

FOR SALE—One 53-inch Columbia Light Weight Roadster, complete, with Kirkpatrick saddle; weight 38 1-2 lbs.; been run about 50 miles, and is as good as new in every way. Cost $138; price $100. Also, one 44-inch ball bearing American Safety; enamel and nickel finish; in prime condition in every way. Cost $80; price $55. F. H. CLEMONS, Star Agent, 422 Lack'a ave., Scranton, Pa.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

CHOICE of 40 Victor Tricycles, in excellent condition; balls all over; strong and serviceable, cash $40. 4 Rudge Tandems, perfect condition, $65. Humber Tandem, most new, $125. New 1888 Singer Straight Steerer Tandem, not ridden 10 miles, $175. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

Patented Dec. 21, 1886.



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Foot Rest,

FOR THE STAR,

For Easy Coasting.

Price, $1.00. Send to

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

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BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

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Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

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Merchant Tailor and Athletic Outfitter,

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WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

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The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,

Philadelphia.



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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

RACER FOR SALE--Columbia 58-inch Rat Trap pedals; condition first-class. Best offer over $25.00 takes it. Address W. F. SHERWOOD, Binghamton, N. Y.

$40 BUYS IT--42-inch Pony Am. Star; warranted first-class; shows no wear, but large tires. SAM. C. MILLER, Hagerstown, Md.

FOR SALE—A 52-inch Expert Columbia Bicycle, in good condition, cheap for cash. F. H. ROBERTS, Collinsville, Ill.

WANTED—53 or 52-inch Columbia Light Roadster or Victor (late pattern.) For Sale—New Columbia Veloce Safety. Address T. FORD, JR., 193 Clermont ave., Brooklyn, or Box 389 New York P. O.

58-INCH NEW MAIL; new this season; in good condition. Will sell cheap. Accident to rider cause of selling. Address H. M. PARSONS, Box 5215, Boston.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. $85 cash, not including express. Address GEO. D. HAZARD, 83 Eqnitable Building, Boston, Mass.

CANOE--Wanted a Tandem Tricycle in exchange for cedar canoe "Lone;" 18 ft. long, 36 in. wide; smooth skin, radix, anchor, paddle, lead ballast, etc., lug and yawl rigs, drop rudder. E. T. BIRDSALL, 65 Fifth ave., New York.

FOR SALE—54-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. $115 at once takes it. Address O. G. WYNKOOP, Jefferson, Iowa.

$50 CASH for any first-class make of "Rover" type wheel in A1 condition. Correspondence solicited, stating make, year of build and miles ridden. H. P. USHER, Seneca Falls, N. Y.

FOR SALE—52-inch New Mail; balls all round; run about 200 miles; cost, with cyclometer, $140; new this spring; will sell for 125, as I want a larger wheel. "X.," care Geo. D. Hazard, 83 Equitable Building, Boston, Mass.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $55; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

$3.00 Per Pair.



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TOULMIN'S BUFFALO BICYCLE SHOE

is the only Genuine Kangaroo Shoe ever sold for $3.00 Per Pair.

All other $3.00 Bicycle Shoes are **Not Kangaroo**, but cheap imitation.

Liberal discount to club and Bi. Agents.

Send for Circular and rules for self-measurements.

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Self-Supporting Bicycle Hose.



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One Hundred Dozen,

To make room for other Stock,

—AT—

Two Dollars per Pair.

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The Holmes Self-Supporting Bicycle Hose are in high repute with all who have tried them. The thigh part is of rare material, cool and comfortable, and so knit as to hold the stockings in place; at the same time it relieves any drawing or pressure.

We have them in

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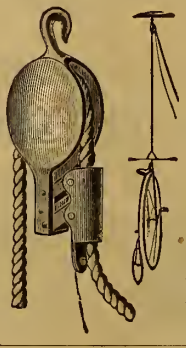
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Attention.

BICYCLE HOIST.

(Pat. applied for.)

Cut 1-4 size.



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires.

☞Send for circular.

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Discount to Dealers.

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Worcester, Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

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This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

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TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared: equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

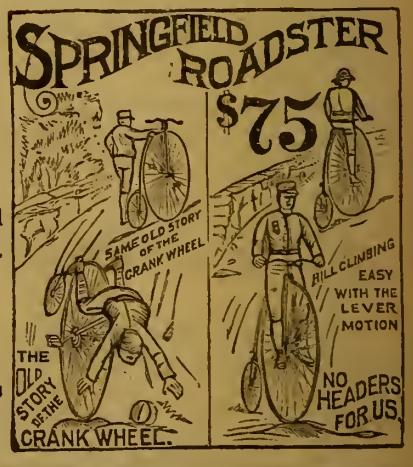
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L. A. W. run at Baltimore. June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



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Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

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No. 9 Cornhill, Boston, Mass.



CUT THIS OUT and show it to your fellow wheelmen. It will no appear in every issue. Do you want a $10.00 or $5.00 Cyclometer? **We will send you one Free,** any make you desire, and this is this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer, The numbers will be thoroughly shaken again, and a **second number** drawn, the lucky holder of which will secure a $5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it **Free.** Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman **needs** a luggage carrier. There is none equal to the "Ross Improved; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only **$1.00.** By mail **$1.10.** In ordering be particular and state name of wheel and year of manufacture.

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SUCCESSOR TO C. H. ROSS & CO.

P. S, All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.

Jersey-Fitting Supporter.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, $1.00.—Will send by mail on receipt of price. Send size of Waist and Hip. Send for illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

17 Kingston St., Boston, Mass.

Please mention this paper.

FOR $40

YOU CAN BUY A RUDGE RACER

We have on hand a few **New Rudge Racers,** which we will sell for **$40.**

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for $25. First come first served.

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148 Congress Street, BOSTON,

BUFFALO

World's Tournament

Entries Close,

AUGUST 27th.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 10 AUGUST, 1888.

WE are requested to make a prominent notice to the effect that wheelmen who do not make some early provision for lodging at Buffalo during the tournament next month "may have to sleep on the soft side of a plank," as our correspondent forcibly puts it. A reference to our columns under the head of Buffalo Tournament will give much valuable information on this point and others.

ENOUGH has been said by us for the present, we hope, on the matter of the behavior of certain wheelmen at Baltimore to make a lasting and salutary impression on the minds of the offenders and of those who are inclined to do likewise. We therefore dismiss the subject, trusting that occasion may never again occur to refer to the painful episode. Reposing in the pigeon holes of our desk we have at least twenty letters sent us for publication endorsing our position in this matter, and handling the subject and the offenders in nogentle way. We must thank our correspondents for their evident interest in the cause of law and order, and we must crave their pardon if we relegate their contributions to the waste basket. In dropping the Baltimore affair we do not wish to be understood as having abandoned our intention of hitting the first head of similar ugliness that may unfortunately presents itself.

TWO THOUSAND MILES A-WHEEL.

A WIRY sun burnt young man walked into our sanctum the other day and introduced himself as Elmer P. Junkins, of Abiline, Kansas. Mr. Junkins impresses one as being a modest man, but one of determination and grit. He has made a trip on his wheel from Abilene to Boston, a distance of some 2000 miles. in forty-one days of actual riding time. He started May 16th, and arrived in Boston August 30. His route lay through Kansas City, St. Louis, Indianapolis, Columbus, Cleveland, Buffalo, Syracuse, and thence via the Mohawk Valley to Albany. He came into Boston via Pittsfield and he found some pretty tough roads. He states that some of the worst roads he encountered were found in Missouri, and he also found some very fine roads in that State. The best roads he found in Indiana and Ohio, and he speaks in high terms of the route picked out for our 100-mile road race Sept. 8. "A finer stretch of 90 miles it will be hard to find," so he says. The trip was taken entirely for pleasure, and he kept his plans quietly to himself, as he was not anxious to pose conspicuously as a great tourist. He speaks in terms of gratitude of those wheelmen who showed him courtesies on the way. This is Mr. Junkins' first trip east, and he proposes to see what we are like before he returns to his home in Abiline. He will railroad it to New York, Philadelphia, Baltimore and Washington, and from this place he may take to his wheel again and complete his trip as he commenced it. Mr. Junkins has held the position of Deputy Registrar of Deeds at Abiline for four years. He rode a 54-inch Expert Columbia, and he speaks in the highest terms of praise in the manner the machine carried him without a break through his long and hard journey.

W. S. DOANE ON HIS WAY EAST.

HE HAS SOME HARD EXPERIENCES.

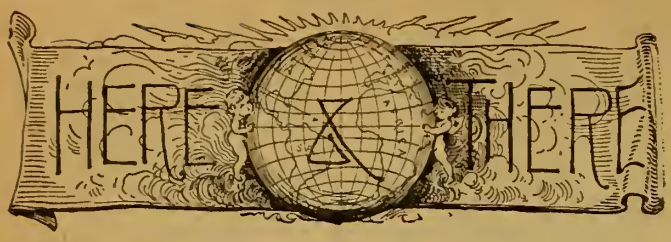
We are in receipt of advices from W. S. Doane, dated Omaha, Neb., August 1, in which he states he left Denver, Sunday, July 21, and then proceeds to give an account of his weary journeying over the mud roads, the dry sand, and the mire holes of the distrtct between Omaha and Denver.

After a terribly hard trip of ten and a half days, covering a distance of 597 miles, he reached Omaha. Over 80 miles of that distance was covered on foot. On the second day out he walked 27 miles through deep sand, during 10 of which he did not see a house nor was he able to procure a drop of water. Hard luck still pursued him, for on the third day out on the praries, he lost his way, and to add to his misery he got mired in an overflowed irrigating ditch. Here deep mud took the place of deep sand, and in order to get his wheel to revolve he had to stop and clear out the mud from the forks. After a pretty hazy time, he arrived at North Platte, and here he was delayed half a day by a heavy rain storm, making the roads impassible. On the fourth day out he fell into a mud hole, sinking up to his waist. This was a short distance from Plum Creek, at which place he found an enterprising Club, and an excellent quarter-mile cycle track. Mr. N. T. Fisk, a local rider, showed the tourist many kind attentions, and sent him on his way towards Kearney, rejoicing, the next day. At Kearney, Mr. S. F. Spafford took Doane in hand, and showed him the attractions of this western town. Mr. Spafford took him up to the Kearney Driving Park. where there is a nice pond for swimming and boating, and a hall for dancing. In the winter they have tobogganning, and thoroughly enjoy themselves. While walking the railroad track between Plum Creek and Kearney, Mr, Doane met a boy, who after looking hard at the wheel for quite a while, asked "if them sticks didn't ever break," meaning the spokes. He met Mr. B. W. Cole, a very enthusiastic wheelman, at Grand Island, and was well looked after by him. Mr. Cole has quite a name as a fast road rider in Eastern Nebraska. Doane has waded through about twenty creeks with his shoes on, and one morning walked 17 miles with wet feet. The roads he found in very poor condition. He has taken about fifty headers so far, but as yet has not been badly hurt, although he is kind of sore. His machine, a 50-inch Apollo, is in first-class shape. He cannot speak in too high terms of its strength and running qualities. He expects to reach Boston about Sept. 1, and will keep us posted as he goes along.

Mr. Doane may be a contestant in the BI. WORLD 100 mile road race. He will have a chance to see the road, as it is right on his course.

The Denver riders expect to have a strong team to represent them at the Buffalo Tournament.

A ROCHESTER paper says: "To show how interest is increasing in bicycle racing, there were at a recent tournament held in Boston 30,000 people." This item only goes to prove that we have to slide away from our native heath once in a while in order to get the news.



ENGLISH LETTER.

"SENATOR."

After completing two engagements at Amsterdam and Scheveningen, on July 14 and 15, against horses, which commanded a large attendance of spectators, Alland and Temple returned to England the following day, the former going to Coventry to prepare for his match in tricycles with Frank Moore, who is known, in fact both men are favorably known to American cyclists through their visits to Springfield. The match was to take place at Ashton, on Saturday last, and I would not be surprised to see Frank Moore win, as the training Allard received in the Continent was slight indeed, owing chiefly to bad weather. Temple wished to spend a day or so in London, for the purpose of rest, and to order some "purple and fine linen" wherewith to astonish his western friends, and was to have taken some practice on the Crystal Palace track, but in a note he says, "I thought a few days rest would be better, and Mr. Hillier thought so too." If Ralph had said "I thought the sweet company of an Islington young lady much to be preferred to slogging around the Crystal Palace track," he would have been nearer the mark. This same "demon pedaler" is a cute one.

Temple is fast recovering from his fall, the result of which, strangely to say, was the almost total collapse of his memory for ten days, a fact Dr. Turner of London, assures me happened to a friend of his some time ago. He says it was the result of the shock and fright attendant to a sudden and unexpected concussion of the head. The "little un" meets Fred Wood at Leicester, next Saturday, at a quarter, half, and one-mile, two out of three, to run. I expect he will give Ralph some trouble, as Wood lives on the track, and Temple is not impressed favorably with the corners of same, since his match with Howell over the same course.

I finished my business on the Continent, and so we proceeded to London, via Flushing and Queensboro, and arrived at Modern Babylon at midnight, the 31st. The following day Temple thought the Coventry air would suit him for a few days, so he skipped, and will train with Allard there, and then proceed to Leicester. Woodside, feeling patriotic, thought the North Coast of Ireland and some sea bathing for three days would improve his looks and health, so he skipped also, and will join Temple in Leicester, on Tuesday. This left me to battle against the sins of London single-handed, and alone I took in the N. C. U. five-mile Tricycle Championship on Saturday, being commissioned by the *Sporting Life* to give their readers an account of same in Mondays issue. The race took place at Paddington Grounds, in the West End, over the new three-and-a-half-lap track, which is a good one, and will in another year be fast. The race, if it can be called such, was one by F. J. Osmond, after a disgraceful exhibition of loafing tactics, which caused loud groans and hisses from the people, to remind the competitors that they had paid to see a "race," and not a burlesque. It was the most un-amateurish proceeding I ever saw, and "head-work" was carried to the extreme. Dr. Turner, a strong London favorite, was the only competitor that could be dignified by the title of "sportsman." The others showed themselves to be little better than hardened "pot hunters." A moderate company, only, saw the race (?), and proved quite enough for the quality of same. A mile handicap served to cover the champions who took part in the tricycle event with disgrace, and an University contest between raw riders helped matters further. Osmond, Wood, Bower, Edge, and Langley should have been all fined and suspended for loafing, but as the race was run in heats, the fastest in each, and no fastest, loser, and the fact that the best men being drawn together in their heats, was the cause of the loafing. If one good man, and two who went for time medals were put in each heat, as per Hillier's suggestion, the loafing would have been stopped.

I went to Ripley yesterday, on a tandem, with H. J. Swindley, London editor of the *Cyclist*, and dined with Osmond, Gatehouse, Swindley, Hillier, Dr. Turner, Wood, Edge, and others. I enjoyed the trip very much, and the little service in the church, in which Hillier read the lesson, was attended by a host of riders. I saw the Cortis Memorial Tablet and Window, and was introduced by Mr. Hillier to the Reverend Hooper, who officiates, and who was pleased to learn that the little Ripley Church was known in America. On the road we met "Papa" Nain, W. McCandlish, of Wheeling, and many others. The latter, riding a Safety, accompanied us most of the way back. I was togged in a handsome road suit of Mr. Swindley's, and the distance from Mr. Swindley's house to Ripley and back is 42 miles. The scenery to Ripley is grand, and the roads yesterday only fair. The American Team, according to present arrangements, sail from Liverpool home on August 11. A cable will apprise you of the sailing.

ST. LOUIS.

"LINNEUS."

Hal Greenwood got back from New Jersey last Thursday. He states that he was well received by the wheelmen in and about Orange, and speaks particularly of the fine treatment received at the hands of L. H. Johnson and H. A. Smith & Co. He claims the hill, Eagle Rock, is not to be compared to our "Son of a Gun," it being more like Solomon, with exception of a little stiffer grade above the stone crusher. He saw Wells at Newark, previous to the race, "monkeying with a Safety," and seeming to be in no hurry at all to get his machine or himself to the scene of the contest. He claims further that Wells was not hurt so badly by his fall as he claimed, and could have ridden the race had he so wanted. Greenwood climbed the hill in a trial on Monday, in 6.35. The time of the "official climb" was 7.37 4-5. The telegram which Wells claimed to have received from E. W. Beach was bogus. The whole affair in a nutshell looks like a case of crawfish on part of Wells.

Walter Wylie and E. N. Sanders, I am happy to state, have both recovered from their attack of typhoid fever, and are able to be about again.

D. M. Lewis, of Omaha, was in town Sunday and Monday, seeing the sights. He spoke of wheeling as being on a boom in Omaha, and all agencies doing a good business.

Harry Cranz, took his first ride of the season while at Clarksville, and Dr. Em Sensenney, ex-Chief Consul of Missouri Division, took his first spin since his return from Europe.

Edgar Floyd-Jones, when returning home from the League meet, toured through part of Ohio, from Cincinnati to Springfield and other points, and is lavish in his praises of Ohio's roads.

The St. Louis Wheel Co. have again put up a bulletin board in their store, and as in the past, parties searching for news, will come to the agency. N. B.—A little more work in getting League members, would not hurt you, Percy.

Alex and Ab Lewis returned from their trip to Lake Maxinkucki last Saturday. They spoke as having had a fine time, and will be sure to go again next year. This place is getting to be a regular wheelmen's Mecca, and I hear of a large number of riders who will spend their vacation there next season.

The votes for the coming election are coming in slowly, and Geo. Boswell, Chairman of the committee to count the votes, stated that all told there were about 100 votes received to date. Division members should remember that the time to vote is limited to August 15. Be sure to vote before then and vote for A. M. Lewis for Vice Consul.

W. H. Brewster, was at Clarksville only a few days ago, and states that he never saw the town so dead, as far as wheeling is concerned. The boys were as cordial as usual, but no one with the exception of Mr. Minlar, rode a wheel while he was there. That's too bad, Messrs. Clifford, Coke, et al. With your fine roads there is no excuse for this.

The Missouri Division Meet will be held at Kansas City, in September, and if a good track is provided, and the races are above the scrub order, a large attendance from the "Future Great" can be reasonably assured. Ladish is a hustler whom we all know, and no doubt will duplicate his Clarksville successes, providing he takes hold of the races in earnest.

E. C. Klipstein, I am sorry to state, is going to leave us, he having accepted a fine offer made him to take charge of the Drawing Department of the public schools of Springfield, Mass. I commend him most heartily to the Springfield wheelmen. They will find him to be a whole-souled, generous man, and a wheelman in all that the name implies.

The Eurota Club, fourteen strong, went to Clarksville two weeks ago, and had an elegant time spinning over the fine gravel roads of

Pike Co. So little has been heard of the Eurotas lately that I thought them dead, but this proves the contrary to be the case. I also understand that even in spite of their small membership, they turn out more members on club runs than any of the other clubs.

The steamer "Bald Eagle" has made wheelmen a special rate to Clarksville of $3.50. This includes meals and stateroom and also lodging on boat Sunday night and return by rail. Those that wish to go down on the 3 o'clock train will be awakened by the boat's watchman, and will arrive at St. Louis 7.30 A. M. Monday. The rate is very cheap and should be an inducement to wheelmen to make the trip.

Not a single applicant for membership in the L. A. W. from the Missouri Division was published last week. From being the seventh or eighth largest division, Missouri has dropped to about tenth place, and such divisions as Maryland and California have passed her long ago, and now even Michigan leads by a few members. By all means, something ought to be done to change this condition of things.

Percy Stone met with a serious accident last Thursday. In attempting to push down a window he had the misfortune to slip, thrusting his hand through the window, cutting it in a fearful manner. He now wears the member bandaged, and all hopes of his taking part in the Buffalo Tournament have vanished. His accident, particularly at this time, is very unfortunate as St. Louis' hopes were placed in Percy to bring back the amateur championship.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

We, of the "Mercurys," are feeling sicker than a deferred hope, because of the closing of the College Beach Hotel, and the *sine die* postponement of our promised hop. The mosquitoes were too much for the management to contend against. Seems queer, as we never have any at Flushing.

The Southern road is now in its finest condition.

The Brooklyns had a party of ten down at Captain Stillwell's, Bath, last Sunday.

Lieutenant Wise, of the L. I. W., spent last week in a little trip of 329 miles down the island to Shelter Island.

Mr. Borland, B. B. C., holds the record for the club for July, with over 800 miles, as does Mr. Murphy, K. C. W., of his club, with 1200.

Mr. Waters, B. B. C., has given up wheeling, on the advice of his physician, for a month or so, on account of the threatened impairment of his health.

Twelve of the Kings County Wheelmen rode down to Patchogue on Saturday afternoon last and returned on Sunday afternoon, after a most enjoyable visit, during which they had a sail on Great South Bay.

One of the Oakland Lake photos, of the Mercury's party, can now be seen at my office. I have not yet received the negative, but will announce where the prints can be obtained, in this column, when received.

A party of ladies and gentlemen from the Harlem Wheelmen spent Thursday afternoon, the 2d, at Bayside, a-wheel, taking supper at "Crocherons," and returning by the 8 P. M. boat from College Point.

The proprietor of the Mansion House, Roslyn, complained last Sunday that three cyclists from Brooklyn had ordered dinner at his house and then decamped, without waiting to explain. This sort of thing hurts the fraternity in general.

The Kings County Wheelmen are down for a run to Roslyn tomorrow afternoon, and will probably go on to the hop at "Gardner's," Sea Cliff, in the evening, or return by the boat to New York. A picnic run is spoken of for Sunday at Success Pond.

The Long Island Wheelmen's club house is used to such an extent by the members for the storage of wheels as to necessitate an increase of floor space in their wheel room, and have introduced an elevator in the rear of the first floor, which permits of taking wheels of any size down into the basement, which is light and dry. The L. I. W. number 128 members at present.

In order to best reach Sea Cliff, Glen Cove or beyond, the road through Rosyln should be followed to the left, past the horse fountain, and steamboat dock, direct up the hill to the big sign of "Central Boulevard," turning right at Blind End, and left at top of long hill.

I have the straight tip that a certain capitalist of New York is negotiating for the purchase of the entire town of Sea Cliff, and if he succeeds, just watch the fur fly. The situation of Sea Cliff is possessed of great natural beauty, and under a liberal management could be made a veritable garden spot. The individual I have in mind never goes into an undertaking except to succeed, if only by reason of the power of his wealth, which is very large. There are already several fairly good hotels and numerous boarding houses, and it makes a splendid point for a short morning trip from the metropolis, returning by boat in the afternoon. College Point to Sea Cliff is about 18 miles by the North Shore Turnpike direct, rather sandy, but better by way of the Jericho Pike.

NEW JERSEY NOTES.

"RATCHET."

A Jersey City paper is responsible for the statement that "Stenken will not do any more road racing, but will confine himself to the track. He will enter races at Hartford, Binghamton, Poughkeepsie, Albany and Pittsburg. He weighs 172 pounds, and rides a 28-pound wheel." What's the matter with Buffalo and Roseville, Charley? Kluge goes to Buffalo in a few days to "prepare."

E. P. Baggott is coming round in good shape. His fall on the Fourth was a "shaker," and he was in luck to escape more severe injuries.

The Orange Athletic Club will give a series of open-to-all games at Roseville on October 6. The events will comprise a one-mile and two-mile bicycle race.

On Saturday, July 28, John F. Kilgour was riding a bike through Passaic street, when suddenly the little wheel went up, and young Kilgour went "over the handle-bar," landing on his head. He was picked up unconscious, and carried to the depot, where he was attended by a physician. He afterward came to, and was removed to his home in a carriage, but it will be some time before he will be out as well as ever.

Two wheelmen, one of whom was D. R. Bassett, of the Passaic County Wheeling and Athletic Club, started to ride Eagle Rock on Sunday morning. Mr. Bassett depended entirely on back pedalling as his machine had not any brake. When about one-third of the way down Mr. B. lost control and was dashed violently, head first, into a pile of stones. He was unconscious for a long time, and at first, concussion of the brain was feared. He was removed to Memorial Hospital, and at last accounts (Tuesday) he was reported out of danger, though still too low to be moved to his own home.

BUFFALO.

"MERCURY."

A party of Rochester wheelmen were the guests of Mr. Ducker and the Ramblers Bicyle Club. They intend holding a tournament of their own the latter part of August; it will not, however, prevent them from attending the World's tournament.

Dr. Sarah Morris gave a talk to the ladies' wheel club on physical developement.

Rowe has arrived. Watch for interviews in the local papers; they are sure to come.

The moonlight runs of the Buffalo Club have become quite popular and are largely attended.

The team race between the local and Rochester Clubs will be one of the most exciting events on the programme.

Here's a regular Baltimore-Druid-Hill-Park-cry; especially when coasting: "Hey! young feller, that's going faster than six miles an hour."

The proposed repair shop of J. H. Isham's that was to have been built on the avenue has failed to materialize as yet. What's the matter?

The lantern parade by the Ramblers of last Wednesday was quite a success. They made a very brilliant appearance. Try it again, Captain Hanenstein,

President Kellner and ex-Captain Fuch of the Ramblers Bi. Club, are taking a two weeks' trip in the Northwest. They intend booming the tournament as they go along.

Captain Hanenstein has announced a club run to Fort Niagara, Youngstown, 40 miles, for August 4th, also a run to Rochester and Charlotte, 80 miles for the latter part of August.

The Buffalo Club have almost reached their limit, the Ramblers have doubled their membership since last March, the Zigzags

(newly organized) has a membership of forty. What is the cause of this increase? "The World's Tournament."

MESSRS. VERNON HALLIDAY, George A. Schofield and W. F. Kingan of the Peterborough Bicycle Club and Mr. Douglass of the Lockport Bicycle Club were entertained by the Ramblers at their rooms the past week. They are touring through Western New York.

NEWS AND COMMENT.

WE had a pleasant call from Geo. M. Hendee, ex-champion of America. A delightful half hour was passed in chatting over old times. Mr. Hendee states that he will never race again. He is very successful as a salesman for the Springfield Bicycle Company.

ENTRIES to Buffalo tournament races close August 27.

OUR road race will take place Sept. 8, instead of Sept. 7.

SEE particulars in regard to this race in another column of the paper.

ENTRIES to BICYCLING WORLD'S 100-mile road race from Erie, Pa., to Buffalo, N. Y., close September 6th.

CHECKERS and timers are wanted by Mr. Ducker all along the route of our 100-mile road race.

THE Hyde Park (Mass.) Ramblers are fast completing arrangements for its race meeting August 25.

"SENATOR" MORGAN and his aggregation of "merrie men" sail from Liverpool to-morrow, August 11th.

IT is probable that Caldwell's accident on the Boston Common July 4 will disable him permanently for racing. We are sorry to hear it.

A CURIOUS accident happened to Mr. F. A. Gilmore of Waterville, Me., the other day. He dropped his whistle and it caught in between his wheel and the fork causing him to come down to Mother Earth with great force.

WE have tried hard to see Mr. C. S. Howard since his return to Boston. We have called at his office three times, but failed each time to connect. We are pleased to hear that the trip has been of benefit to Mr. Howard.

THE Williamsport (Pa.) Wheel Club give substantial evidences of being a good riding club. Fifteen members up to June 19 show a total mileage of 16,019 miles. There have been twenty century runs made by eight members during the same period.

ON Sunday, August 5, 1888, Wm. A. Mills, of Taunton, Mass., succeeded in climbing College Hill, Providence, R. I. Mr. Mills is the first member of the Taunton Bicycle Club who has ever climbed this hill. He mounted his machine on Market Square, and rode to Hebronville without a dismount.

"THE BI. WORLD thinks there is only one paper in Kentucky, and, as usual, fails to credit properly."—*Louisville Commercial.* We beg our esteemed contemporary's pardon. We should have credited the *Commercial* and not the *Courier Journal* for our excerpts of the Indiana tour. We, however, take exception to the words "as usual."

MESSRS. WHEELER, Williams and Steuber, of the Williamstown Wheelmen, expect to start August 4, on Niagara Express, for a two weeks' trip, wheeling from Elmira to Buffalo via Rochester, the route continuing to Niagara Falls, Lewiston, Toronto, and over the celebrated Kingston road to Kingston, and through the Thousand Islands to Montreal. The return trip has not yet been definitely decided upon.

THE Richmond and Danville Railroad Company, of Virginia, have swung into line and have issued the following circular to its baggage masters: "Bicycles accompanied by owners and plainly tagged, with the address and destination corresponding with ticket held by them, may be transported free in baggage cars at owner's risk. When the above conditions are not complied with, bicycles must be turned over to the express company or the freight department for shipment."

OUR correspondent, "Star," from Cincinnati, sends us the following notes "thrown off:" "Mr. A. B. Norton, of the C. B. C., is experimenting with an air-brake for safeties, and is very sanguine as to his ultimate success. Mr. Thomas Shultz, of the same club, was seen riding his safety up Taylor Creek Hill with his feet on the foot-rests and only one hand on the handle-bar. What was he doing with the other hand? Why, he was just pushing a loaded market wagon up the hill in front of him, that's all. The extreme fondness that some wheelmen manifest for milk whenever they visit Miamitown is at last explained; the cow that gives the milk was raised near a distillery."

A SYRACUSE (N. Y.) man writes: "L. A. W. '18405' and 'yours truly,' No. '18404,' have just returned from a run to New York City, a distance of some 325 miles, which we covered in five and one-half days, actual riding time nine hours per day. Roads from here to Illion, fair, but from Illion to Albany, poor. From Albany to New York the roads are grand, and just out of Poughkeepsie they are 'fine as silk,' a la New York road book. From Albany we rode in company with Messrs. Brinsmade and Shannon, of the 'Forest City Ramblers,' Cleveland, Ohio, and on the 12th July, in one run into Rhinebeck, N. Y. (the home of Levi P. Morton), we made 12 1-4 miles in 49 minutes, over a beautiful macadam road. Let every New York wheelman try the 'Old Post road' from Albany to New York."

THE District Columbia Division met last week and passed the following preamble and resolutions:

"Believing, that the police regulation requiring bicycles and tricycles to be provided with bells and lights is unnecessary, and that it is better and safer for us to get out of the way of pedestrians, than to signal them to get out of our way; and

Believing, that we have the same rights as horsemen and the owners of private vehicles (who are not required to carry bells and lights) and that fewer accidents, and of a less fatal character, occur through the carelessness of cyclists than through the carelessness of drivers; and

Whereas, nearly 4000 cyclists in this city are put to a great inconvenience and annoyance by this regulation;

Be it resolved, That we respectfully request that the same be repealed."

No. 19846, of Grand Rapids, Mich., propounds some questions which we are pleased to answer. We number his questions and answer each separately:

(1) Can a rider who has previously ridden in a race or races be classed as a novice?—A novice race is open to those who up to date of event have never won a prize except in a club contest.

(2) Can a professional enter an amateur race?—No.

(3) Can an amateur enter a novice race?—Of course he can, that is provided he has never competed or won a prize other than as above.

(4) Can a novice, if he chooses, enter an amateur race?—Certainly, providing he is an amateur according to the League ruling.

(5) As to the racing rules in full, if our correspondent will address Gerry Jones, of Binghamton, N. Y., with stamp, Mr. Jones will send him a copy of the rules complete.

(6) The best *amateur* quarter-mile, 37 1-5; half-mile, 1.14; both done by Percy Furnivall. The best mile, 2.32 2-3; made also by Furnivall. The quarter and half mile records above are "world's records." Rowe, professional, holds the one-mile world record, in 2.29.

WELLS FAILS TO GET THERE.

(Special to the World.)

WELLS climbed Eagle Rock this afternoon; started at 4.30; time, 9 min. 30 2-5 sec. Officials same as when Greenwood climbed. This gives Greenwood the championship and medal. RATCHET.

Newark, N. J., August 9th, 1888.

TEMPLE AGAIN WINS.

HE BEATS HOWELL FOUR TIMES IN SUCCESSION.

AN Associate Press dispatch, dated London, August 8th, says: "At Birmingham today, Temple of Chicago won the half-mile and 10-mile bicycle championships, defeating the best English bicyclists and several Americans. Temple during the week has defeated Howell, the English champion, four times in succession."

MR. HOWELL DENIES THE CHARGE.

Editor Bicycling World: There appeared in the issue of the *Wheel* of July 20th an insulting article charging me with unfair riding at Cape May, this accusation is absolutely false. I did not foul Halsted, or any other competitor, and can produce affadavits from witnesses to that effect. Hoping that you can give me space for this, I am, Yours respectfully, LEWIS A. HOWELL.

Milleville, N. J., July 30, 1888.

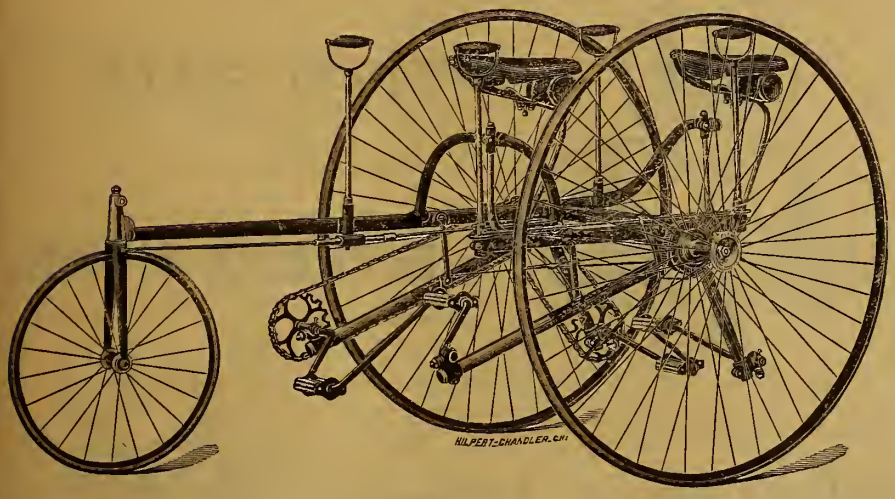
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Between the two riders is ample room for a child's seat, which we furnish at an extra cost of $5.

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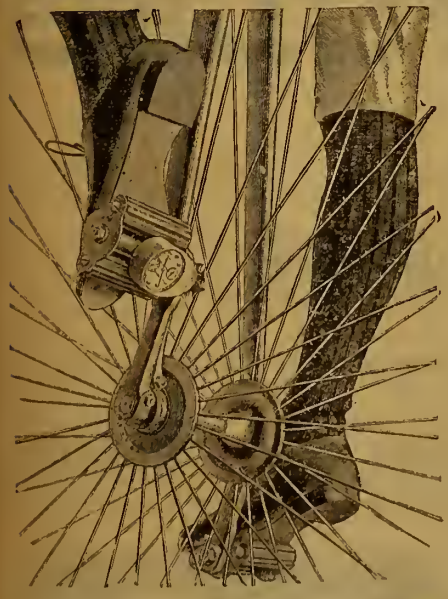
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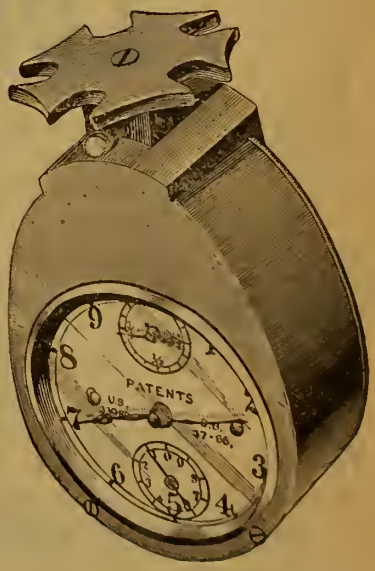


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GERMANY, THE RHINE, HOLLAND AND BELGIUM.

BY THE "SENATOR."

(Continued.)

One of the most delightful trips on the water that a being can enjoy is down the famous Rhine to Cologne, famous for its cathedrals, crown jewels, elegant carvings, etc. On the Rhine you pass the long stretch of vineyards, which produce the "deep, deep draughts of the good Rhine wine" in song, and which Samuel Clemens says is "easily distinguishable from vinegar by the labels." Numerous castles (or Schlosals) are passed, with towns famous in Prussian history, and which "Bonaparte" visited on sundry occasions in his irregular trips over other people's domains; one of them, by the way, was to Cologne, where he helped himself to the State jewels. Enjoying a splendid table d'hote dinner of nine courses in the "Deutchland Kiaser," the name of our boat. We landed in Cologne at four o'clock, after seven hours steaming up the river famous in German national song by the "Watch by the Rhine." Cologne is an old-fashioned, interesting city outside of its cathedral, which is 532 feet high, said to be the third highest in the world. Cologne was built with the idea that no persons would want to walk in the streets, as they evidently thought sidewalks were not required, so they only put a little curbing to divide the narrow streets from the houses. Baedeker said that a picture in St. Peter's Church, by Ruebens, of the Crucifixion of St. Peter was worth seeing, so after tea we sallied forth on foot, looking for the church and picture. Seeing a church which we were told was St. Peters we walked in through the open door, and were soon in the midst of a quite remarkable scene. The lights were burning on the altar, and two pretty maidens were praying. Sitting at the foot of the cross were two very old women, I should say nearly the age of ninety, busily counting their beads. Men and women of all grades were worshiping, and after stealthily looking round. satisfying ourselves we had made a mistake, we left. Finding the right place, we were soon in deep contemplation of one of

RUEBENS' MASTER-PIECES.

It is of the highly colored character so common to the school of the Great Master. A thorough examination of the magnificent cathedral, and a stroll through the Zoological Gardens served to wind up a very interesting day. At early morn we proceeded by rail to Holland, and were passed through the customs with the utmost dispatch, quite in contrast to the humbugging of British and American custom authorities, who seem to think by scattering a person's "goods and chattels" all over creation that they are doing their duty. The men of Zevenuaron, on the Dutch frontier, have earned my eternal approbation and gratitude. Arriving in Rotterdam, the second largest city of Holland (or the Netherlands, as the land of Von Trump and William of Orange is familiarly called), we steered to the Williamsbridge Hotel, sounding as it did rather English, and we were not disappointed, for on enquiring of the pretty little girl who received us if "English was spoken," she replied, laughingly, "Oh yes, I studied English for one year in London," and in truth she spoke like a native Londoner. The Dutch are linguists of the first water. Even the boys and girls of the hotel spoke English, German, French and their native jargon with the fluency of your college professor. Nearly all the best people of Holland speak all the above tongues with fluency, and the advantage of French and German was never more apparent than during our tour on the Continent. Rotterdam is a smart place, full of business, and mighty sharp business people they are too, which the visitor will find out if he attempts to drive a bargain on his own account without the assistance of a native friend, as they are apt to stick fifty or an hundred per cent. on the price of the desired article. Rotterdam has her picture gallery, and the Dutch painters, especially Rembrandt, have left many evidences of their genius in the goodly collection. Cycling in Rotterdam is somewhat limited, as the streets are of the cobblestone variety, but a great many safe- and tricycles may be seen in the evening. Rotternam in cycling is celebrated in one way, by being the birth-place of that champion tricyclist, a champion in every sense of the word,

EDWARD KIDERLEIN,

who created such a furore in London by defeating Gatehouse, the University crack and record holder, also Frank Moore, and winning the race at Cathcart's London tournament in such a sensational manner. The little Dutchman's racing days are practically over now, but his long, successful Continental career will be ever remembered. His business career on the completion of his University term, will commence, and his father being one of the largest gin distillers on the Continent and the owner of several valuable patents, the son Edward will take charge of a large distillery in France, controlled entirely by himself, as he being the only son no expense or trouble was spared in "his bringing up," chemistry being his principal study. The American team opened the new quarter-mile track at Amsterdam Saturday, June 30th, and a splendid crowd patronized the races inaugurated by the Society of Racing Cyclists, of Amsterdam, although unfavorable weather prevailed. Amsterdam is the largest city in Holland, with four hundred thousand souls, and they take very kindly to cycling. The professionals made the best times in the races, and Temple, through the effects of a late fall, only started in one, and retired immediately, leaving Woodside to finish second to Allard in the mile, and won the two miles in 5.49, splendid time for the day, which was a very windy one accompanied by rain. The race meeting was a pronounced success, and the evening was given up to a dinner provided for the visiting cyclists in the American Hotel, the latter place being our abode during our week's stay in Amsterdam. The hotel is a place of interest to Americans, and the arms and mottoes of each and every State in the United States of America is painted in splendid style in the breakfast and dinner rooms, which are of immense dimensions. To gaze at Massachusetts, in miniature as it were, was followed by that soothing influence, which follows on the knowledge that we are on the home stretch of our trip, and that the Statue of Liberty (D. V.) will soon loom in view in New York's harbor. Well, returning to the dinner, it was a first-class affair, and speeches in German by Carl Luck, of Berlin, in French by P. Dawson, of Brussells (the Belgium Cyclist's correspondent). in Dutch and English by the President of the Amsterdam Racing Cyclists' Society, and your correspondent delivered himself in "United States." The prizes were presented, and a good day's sport and amusement came to an end.

Returning to Scheveningen (near the Hague, the capitol of Holland and the King's palace), we have been industriously dividing our time between bathing in the surf, and teaching the Dutch amateur to sprint, on the new quarter-mile track at this, the fashionable seaside resort of the Netherlands, and the tournament, which opened to-day showed the Dutch amateurs are flyers of the first class, as P. Schetema Bedoun defeated Edge, the Londoner, in the tricycle scratch race of two miles, and as the latter won the one-mile N. C. U. championship at Halifax last Saturday from England's fastest men, you can see our tuition has not been lost on the Dutchmen. Von Tromp, the great Dutch naval commander. once fitted a broom at the masthead of his man-of-war, as a token that he had swept the sea with his fleet. Holland, at this rate of progression, will follow suit in cycling, as a more promising lot of amateurs I have never beheld in any nation. The attendance to-day was moderate, but to-morrow (Sunday) will see a goodly crowd, as much interest was evinced in to-day's programme. Temple, in his old form, won the half-mile scratch race, and Woodside won the ten kilometres (six and one-half miles); Temple, second; Allard, England, third. The races were all fast, considering the high wind.

We are now looking towards America, and the second week of August will find us aboard a Cnnarder en-route for the land of the setting sun. Our trip is rapidly drawing to a close, and the results will be left to the cycling historian; in our own minds we feel benefited in no slight manner by the trip; we have at all times worked hard, and endeavored to do our duty to the public, and our own consciences. We started from America to make a trip of Great Briton and the continent; we have accomplished that we started out to accomplish, although we expected imitators, we have no fear of comparison or results, and although in the future possibly faster men will cross the ocean, they will not succeed in creating any more excitement or genuine interest in honest racing, than created by the Original American Team.

WELLS DID NOT SHOW UP.

John A. Wells did not appear on Saturday, August 4, although Referee Collins telegraphed him that his wheel was ready for him. For the accident of the previous Saturday, Mr. Wells was personally responsible, as he should have posted himself on the times of the different trains. According to the Philadelphia *Press*, of August 5, Mr. Wells was out of town on the 4th and consequently, did not receive the referee's dispatch in time to reach Newark on that day. The time has been extended to Wednesday, August 8, when Mr. Wells will, barring another accident, climb to beat 7.37 4-5. It is hoped that no more "hitches" will occur in the programme.

Greenwood's time for the Eagle Rock climb on July 26 should have been 7.37 4-5 instead of 7.34 4-5 as printed. He coasted down in 4.37 4-5.

RATCHET.

Richmond, Va., will hold a big bicycle tournament October 23 and 24, particulars later. This will be an excellent time for riders and racing men to make arrangements to go South for a few days, in the charming month of October.

EASTERN ROAD CLUB.

THERE will be a meeting of the Executive Committee of the Eastern Road Club on Monday next, August 13, at Dr. Kendall's office, 176 Tremont street, at 8 o'clock P. M., for the purpose of reorganization, and to arrange for a road race. Clubs wishing to join the association should apply immediately.

WILLARD H. FORBES,
Boston, 18 Arch St. Secretary.

BUFFALO TOURNAMENT.

THE Eastern Traffic Association have given reduced rates on all railroads for wheelmen attending the Buffalo Tournament, that of one fare for the round trip. This includes all points as far as Boston, New York, and intermediate stations, that is, the larger class of stations.

Wheels will be free on certain conditions only. The wheelmen from Boston and vicinity will have special baggage cars attached to trains which will leave there at 3.00 P. M., and 9.15 P. M., Sept. 2 and 3, and wheelmen must notify Mr. Ducker in advance of their intentions to use these cars. *All pedals must be removed*, or full tariff rates will be charged. The special car will be side tracked at Boston for the reception of wheels, about half a day in advance. The same car will be used for the reception of wheels at Worcester, Springfield, and Pittsfield, which stations will sell excursion tickets, from Boston, $10.65; Worcester, $9.71; Springfield, $8.49; and Pittsfield, $7.91; tickets good to return for ten days.

BUFFALO'S HOTELS.

This is a list of the principal hotels in Buffalo with their rates. Wheelmen are advised to secure rooms in advance. Next week we shall publish a list of lodging houses with rates. All of the hotels are located on asphalt streets, or not one block from same. Wheelmen desiring to live cheaply and well are advised to secure lodging without board, and get their meals at restaurants and on the grounds. By this method, time and running back and forth will be saved.

Name.	Rate Single.	Rate Double.	Name.	Rate Single.	Rate Double.
Arlington	$2.00	$2.00	The Niagara	$ 5.00	$3.50
Brainard	1.50	1.50	St. John's	2.00	1.00
Broezel	2.50	2.00	Southern	1.50	1.50
Crandall	1.50	1.50	The Stafford	2.00	2.00
Eagle	1.50	2.00	The Huron	Special	Special
Exchange	1.25	1.00	Tifft	$4.00	$3.00
Filmore	1.50	1.50	Tremont	1.50	1.50
The Genesee	3.50	3.00	Tucker's	Special	Special
The Mansion	3.00	2.50	United States	$2.00	$1.50
Moeller	1.50	1.00	Continental	2.50	2.00
Nat'l Exchange	Special	Special			

Those in need of rooms can call on Mr. Ducker, when in Buffalo, or write him, and he will send them a blank giving names of parties having rooms to rent. Those who neglect to send Mr. Ducker notice may get left as the crowd will be tremendous.

WHEELS.

Wheelmen attending the Buffalo meet will want to carry their wheels with them on account of the fine riding and the parade, coupled with the distance to the grounds of most of the lodging houses and hotels. Wheelmen are advised to bring their wheels with them, as the carriage of wheels will be free, and in most cases, special cars for their accommodation. Wheels will arrive safely in Buffalo. Large storage rooms will be engaged, and checks given for wheels, thus insuring their absolute safety. While at the grounds, a large building will be used for the storage of wheels. While horse cars and steam cars all run to the grounds, it is a little unhandy. With a wheel you can ride direct to either entrance of the grounds and be independent.

ENTRIES.

Entries for the Buffalo races close August 27th, and must be in Mr. Ducker's hands at that time. Entry blanks will be mailed to all racers this week, and anybody wishing same, will find a supply at the leading dealers in the large cities, or will have them mailed to them on receipt of postal. The prizes in all events at Buffalo are as follows:

Professional—World's championship, cash prize, $1000; each one-mile race, cash prize, $100; each two-mile race, cash prize, $125; each three-mile race, cash prize, $150; each five-mile race, cash prize, $300. For professional tandem races, double the above amounts, each race.

Amateur—Each one-mile race, a prize costing $50; each two-mile race, a prize costing $75; each three-mile race, a prize costing $100; each five-mile race, a prize costing $150; each ten-mile race, a prize costing $300. For amateur tandem races, double the above amounts.

All prizes will be divided as follows: 50 per cent. to the first, 30 per cent. to the second, and 20 per cent. to the third, except in the world's championship, which is divided: $400 to the first, $300 to the second, $200 to the third, $100 to the fourth, and 10 per cent. additional to all prize takers in any event in which a record is broken.

BICYCLING WORLD'S HUNDRED-MILE ROAD RACE.

THE hundred-mile road race from Erie to Buffalo under the auspices of the BICYCLING WORLD, will this year be held September 8th, starting at 6 A. M., instead of the 7th, as formerly announced. This change will make Saturday one of the biggest days of the meeting. Wheelmen and others wishing to assist in this race, either as checkers, starters, or in many other ways, will do well to address Mr. Ducker at Buffalo immediately, as it will take nearly one hundred men to take care of this race, and wheelmen are requested not to hesitate about coming forward. This race this year is strictly for amateurs, and it is hoped that a full field will start. Mr. Frank Fairbairn, of Erie, Pa., will have entire charge of the start and route at that end. Any information as to boarding places or the roads in the vicinity of Erie, should be addressed to Mr. Frank Fairbairn, Erie, Pa.; otherwise, all communications to Henry E. Ducker.

The prizes are handsome gold medals, in two colors of gold and blue enamel. The design is one made especially for us by John Harriot for our road race of last year. It is not large, but the quality and workmanship make it one of the handsomest medals ever given. Those who have seen the medals we gave last year to Hollingsworth and Rhodes will bear us out in saying they are one of the most satisfactory and handsome ever given.

All those who can officiate please address Mr. Ducker, 47 Chapin Block, Buffalo. Entrance fee, $1; entries close Sept. 6th. Entries should be made to Mr. Ducker as above.

MASSACHUSETTS DIVISION MEET.

To start at the wrong end but to enable me to express my pleasure and the enthusiasm of all others, let me say that the Massachusetts Division meet just passed at Cottage City was one of the most delightful gatherings of the kind ever participated in by your correspondent. There was not a thing to mar the pleasure of the event.

The business meeting, a report of which will appear in your official column, was one in which the merest routine. The present membership of the division is 1149, and the treasury has a balance of $332.43 to the good.

The "City" began to fill with cyclists Thursday night, and by Friday noon the clans had assembled and the meet could be said to be in full blast. One of the principal events of the first day was the game of base ball between a nine of the L. A. W. members and the Vineyard *Herald* nine. The exhibit of ball was by no means one to be ashamed of, and though the local club won by a score of 5 to 0, the L. A. W. team showed excellent individual talent. There was some dissatisfaction on the ruling of the umpire, bnt he did the best he could. The Vineyards had seven errors and the L. A. W.s had eleven, not a bad showing for scratch teams.

The excursion to Katama in the afternoon of the first day was not as well attended as might have been, the base ball game and numerous private excursions on land and water and the memory of last year's experience keeping nearly all of the members away.

The Sea View Cottage was the official headquarters, and a great number of wheelmen put up there. The boats during the day had been bringing large numbers of wheelmen, and also riders of the fair sex, so that by evening everybody was on hand. The evening was spent in jollification and fun galore.

At 3 A. M. of the second day "eight or ten lone wheelmen" to paraphrase the Jamesonion style) were seen to mend their way down to the wharf and embark on a boat of the cat species. Among the party were Chief Consul Hayes, Chief Consul Bidwell of New York, C. K. Alley of New York, and Dr. Kendall of Boston. The spirits of the party were high and the wind was fair, and the orders were given to sail away to Cape Poge, at which place the cyclers expected to capture the festive fish. The Cape was reached, and lines went over board. The fish refused to bite, and the wind died out and positively refused to zepher one bit more. Chief Consul Hayes gave orders to heave anchor and sail for home. The skipper "heaved;" the anchor was secured on board, and all conditions favorable to a quick return *except* the wind. Here was a predicament. Ten miles from home, no wind, only one oar and parade at 10 A. M. Result, hard work at the one oar, and a good deal of "forcible conversation." After much work shore was reached near Edgartown, a team was secured after much further tribulation, and the City was reached just in time to see the parade dismissed.

The parade was started soon after 10 A. M., with about 300 riders in line. The ladies' division was in charge of Secretary Bassett, who had for aids Mr. J. Rush Green and Mr. L. R. Spear. Directly behind the Marshal rode Mrs. J. Rush Green, of Somerville, and Miss Keim, of Washington, on ladies' bicycles. The ladies rode these very gracefully, and attracted not a little attention. The division contained some thirty-five ladies on singles, tandem and quadricycles. Mr. Eliott rode his wooden-wheel quadricycle, with Mrs. Speare's daughter (aged 3) on a small seat in front. My natural gallantry would prompt me to say that this division was the most attractive in line, and I am glad to know that I exercise no economy of truth in stating this.

Many other ladies were in line, and all told there was not less than fifty. The Somerville Club had several ladies with them, and the Rhode Island Wheelmen were conspicuous in this direction. Among the lady riders from Rhode Istand were Mrs. Charles S. Davol, Mrs. Thurber, Miss Fredericka Cooke, Miss Emma Blackmer, Miss Webb, Miss Ashley, and Mrs. Davis.

The Fitchburg Band furnished music. After the parade came the photo., as a sort of inevitable "Amen" to this part of the meet.

The afternoon was a perfect one for racing. The track is none of the best, and its corners and grades are rather productive of caution or headers. The audience was large and ready to enthuse at the slightest provocation. The Fitchburg Band discoursed sweet music while the men were getting ready to ride.

The first race was the one-mile novice, and this was won by F. Wood, of Somerville; time, 4.34. H. L. Smith finished a close second.

Second race, one-mile open, was won by E. A. Bailey, of Somerville; F. A. Delabarre, of Conway, being second. Time, 3.29 1-2.

Third race, one-mile tricycle, was won by A. S. Hill. of Boston, in 5.57; J. W. Bean a very bad second.

Fourth race, one-mile rear-driving safety, was easily won by B. Y. Bruce, of Providence, with A. J. Newman as his only competitor second; time, 4.41 1-2.

Fifth and last race was a one-mile handicap. The starters were H. W. Smith, of New Bedford, who had 150 yards' start; George W. Harvey, of Somerville, 150 yards; Frank A. Delabarre, 100 yards; J. E. Wood, Somerville, 100 yards; E. A. Bailey, Somerville, scratch. This was the best and only "race" of the day. Wood, Harvey, Smith and Delabarre had things their own way for a bit, but Bailey soon began to crawl up, and he looked a winner. Delabarre, however, had something up his sleeve, and when it came to the home stretch, Bailey could not head him, and so Delabarre won in 4.22.

The Casino was the scene of a brilliant gathering in the evening, over 300 couples being present. Chief Consul Hayes and Miss Dorr, of Cambridge, opened the ball. There were twelve numbers and several extras, and it was not until early Saturday morning that the last dance was reached. C. M. N. Sylick acted as floor manager, and he was assisted by the following aids: Charles P. Dennis, Asa P. Prevere, W. F. Young, F. R. Dorr, H. H. Bates, Dr. L. E. Allen, Fred M. Cummings, W. G. Kendall, E. J. Ryder, H. D. Corey.

The prizes to the successful contestants in the races were awarded.

The morning of the last day found the visitors and entertainers very much tired out, but by 9.30 A. M., found the majority on board the Island Home, bound for Gay Head. It was a lovely day for the trip. Gay Head was reached and a stay of two hours was had to enable all to go ashore and procure a specimen of the curious clay. At 2 P. M. the boat was headed for the "City."

Of those who did not go to Gay Head, some went to Nantucket, others took trips a-wheel in different directions.

The band concert in the evening was spoiled by the rain. This same rain spoiled several excursions and plans, but the wheelmen managed to pass a pleasant evening under cover at the different cottages and hotels.

Thus ended the 1888 meet of the Massachusetts Division, and I cannot close without saying a word to our kind and generous entertainers, the Martha's Vineyard Bicycle Club. They are a royal set of fellows, and the division is under lasting obligations for the splendid way in which they aided in making the meet a grand success.

NOTES.

Abbott Bassett's crystal wedding day was Thursday, the 2d. He and his wife spent it at Cottage City.

Hayes, Bidwell, Kendall & Co. have no faith in the treacherous winds of Martha's Vineyard Sound.

Some of the papers erroneously state that Joseph Goodman, of Hartford, started in the tricycle race.

Why is it that the reports in the dailies almost ignore the most interesting feature of the parade (i. e.), the presence of some fifty lady riders.

Around the cottage of W. W. Stall in County Park, centered a very great interest. Mr. and Mrs. Stall had as guests several of the "North Shore tourists," including Mr. and Mrs. Chas. Hopkins, Wellington: Mr. and Mrs. R. W. Southwell, of Charlestown; Mr. and Mrs. Abbot Bassett, Newtonville, Mr. and Mrs. Sterling Elliott, Newton; Dr. E. Y. Bogman, of Providence, and Miss Iona Southwell. Mr. and Mrs. H. D. Corey, Newtonville, and Mr. and Mrs. J. Rush Green, of Somerville, were at the Naumkeag, and Mr. and Mrs. L. R Speare, Newton Centre, were at the Wesley. They also rendezvoused at the Stall cottage, on the occasion of runs and for the evening entertainment. The Rhode Island ladies were at the Naumkeag, and were frequent visitors to County Park. On each evening of the meet there was vocal and instrumental music at the cottage.

The banner offered to the club having the greatest number of League members in line has not yet been awarded. The clubs reporting the largest numbers to those who canvassed the line, were the New Bedford Club with 27, the Somerville Club with 25, and the Cambridge Club with 22. These numbers were scaled down to 14 for New Bedford, 23 for Somerville, and 25 for Cambridge when the Captains found that none but League members could be counted. The statement of the Somerville Club was protested by the Cambridge Club on the ground that some of those who rode with this club were not members of the club nor of the League. The Referee, Secretary Bassett, then called on both clubs to submit a statement in writing, giving the name and League number of each rider, and withheld his decision until this list should be received. Captain Kimball for Somerville, and Captain Perkins for Cambridge agreed to furnish this list, and when they are verified by the League books a decision will be made.

TEMPLE BEATS HOWELL IN TWO RACES.

A CABLEGRAM to the *Boston Herald* dated London, Aug. 4, 1888, says: Temple of Chicago won the 20-mile bicycle championship at Leicester to-day, defeating Howell and Wood. Temple also defeated Howell in a five-mile race. The American team sails for New York on August 11 on the steamer Aurania.

PROGRAMME OF THE MICHIGAN DIV. MEET.

THIS meet will be held at Grand Rapids, August 18, and below we give the programme as at present decided on: Saturday, August 18. 10 A. M., business meeting of the Michigan Division; 11 A. M., hill climbing contest; 12 M., photograph of wheelmen will be taken; 12.30 P. M., dinner at Sweet's Hotel; 2 P. M., parade from Fulton Street Park; 3 P. M., races; 6 P. M., Supper at Sweet's Hotel; 8.30 P. M., banquet.

RACING AT KINGSTON, N. Y.

ON August 3, a bicyclers' tournament, in which wheelmen from along the Hudson River participated, was held here in the afternoon. The results were as follows: One-mile dash, Herman Venderlinden of Poughkeepsie winner. Time, 3.25. Half-mile dash, Edward Merritt of Kingston winner. Time, 1.44. One-mile dash, W. H. Boshart of Poughkeepsie winner. Time, 3.26. There were other minor events.—*New York Times.*

RECORD RIDING AT PITTSBURG.

IF the distance ridden by W. D. and A. C. Banker at Pittsburg August 5 proves to be a full mile, then the time, 2.43 3-5, they made on a tandem tricycle will stand as a world's road record. Of course a *chain* measurement is the only one that would be accepted in such a distance as that. We hope the course, which is on Forbes street, from the top of the Soho Hill to a point near the Junction bridge, will be measured by chain. The world's record on the track was made in England, and is 2.37. The best American track time is 2.43 3-5.

20-MILE ROAD RACE AT SPRINGFIELD.

WE clip from the Springfield (Mass) *Union* an account of a race between teams representing the Armory Hill and Central Young Men's Christian Associations held last week. "F. C. Frese and H. O. Bennett represented the Armory Hill Club and W. M. Haradon and George H. Lewis the Outing Club. Frese was the general favorite. He ran third in the Fourth of July race over the same course.

The start was made at 6.36, and all the riders went off at a lively pace. Frese led for the first five or six miles, but Haradon gained on him steadily and finished a winner in 1 h. 22m. 30s, Frese was

second in 1h. 22m. 50s., and Lewis third in 1h' 26m. Bennett was last man in. Haradon's time, though very good, does not quite touch the record of 1h 19m. 50s., which is held by Captain F. A. Eldred of the Springfield Bicycle Club. It was much better than the time made by Thomas, the winner of the Fourth of July race. Thomas's time was 1h. 27m. 2 1-2s. Haradon was in fine form and had he been more certain as to the capabilities of his competitors he would have made a try for the record. Haradon rode a 48-inch New Mail, Frese a 50-inch Victor, Lewis a 54-inch Columbia Light Roadster and Bennet a 51-inch Light Roadster. The course was in excellent condition being better if anything, than on the Fourth.

KNAPP TAKES SOME RECORDS.

W. F. KNAPP got among the records from 30 mile up to 100, at Leicester, July 17. All the English records have gone for the intermediate miles for the distance, and from 52 to 61 miles the world's records were taken as follows:

52	-	-	-	2.46.27	57	-	-	- 3.04.40
53	-	-	-	2.49.53	58	-	-	- 3.08.18
54	-	-	-	2.53.31	59	-	-	- 3.11.52
55	-	-	-	2.57.15	60	-	-	- 3.15.30
56	-	-	-	3.00.58	61	-	-	- 3.19.19

From 64 up to 100 miles Dingley holds world's records. Knapp's 100 miles' record of 5 55.21 beats the English record made by J. Lees, of 6.36.36 4-5. Dingley's worlds record for 100 miles is 5.38 44 1-5.

RACES AT HUNTINGTON, L. I.

THE races at Huntington on Friday afternoon last, resulted as follows: Half-mile dash, five starters, won by F. G. Brown, K. C. W., time, 1m. 30s.; W. F. Murphy, second. One-mile novice, five starters, won by F. W. Lincoln, Mercury Wheel Club, time, 3m. 14s., the best of the day; F. Asbury, second. Two-mile, 6 45 class, four starters, won by H. P. Mathews, Brooklyn Bi. Club, time, 7m. 2 1-2s.; H. Quartropp, Q. C. W., second. One-mile open, three starters, won by F. G. Brown, K. C. W., time, 4m. 3 1-2s.; Mathews, second. Huntington Bi. Club championship, one-mile, three starters, won by S. C. Ebbetts, time, 3m. 21 1-2s.; Scudder, second. Three-mile handicap, with F. W. Lincoln at scratch, won by H. P. Mathews, time, 12m. 11s.; F. W. Murphy, second. The team relay race was omitted from lack of entries. The consolation race, one-mile, was won by S. C. Ebbetts, H. B. C., time, 3m. 37 1-2s.; J. Magee, Q. C. W., second.

Judges, T. C. Irwin, Q. B. Street; Scorers, C. P. Rogers, E. Grumman; Timers, J. D. R. Cogswell, L. W. Smith.

The prizes were mostly useful articles of use in wheeling.

The races were followed by several interesting horse trots, and a ball game between the Cuban Giants and the local "Suffolks," the latter winning by a score of 5 to 3. My curiosity is somewhat excited on the question as to why Sam Ebbetts was allowed to run in the consolation race after winning the club championship, and as to why Mr. Lincoln, of the M. W. C., was made to ride from scratch in the handicap. Mr. Lincoln never rode in a race previous to the novice race at this meeting, and to put him scratch against such men as Mathews, strikes me as a little unjust, especially as he had ridden out from Flushing, thirty miles, that morning.

WING-FOOT.

THE WISCONSIN DIVISION MEET.

WE are indebted to the Milwaukee, Wis., *News*, for the following excerpts.

"The annual meet of the Wisconsin Division of the League of American Wheelmen, held at Racine, July 28, was a grand success. The parade started at 2 o'clock with astonishing promptness. Sixty wheels were in line, making a very pretty appearance. The Milwaukee Wheelmen made a good appearance in their blue uniforms, with black stockings, it being the only club in line wearing the full club color. After parading the principal streets a run was made to Kenosha, Capt. Van Arsdale of the Racine Bicycle Club, setting the pace. At Kenosha refreshments were taken, after which the return trip was made to Racine. Arriving at Racine, there was an opportunity for the wheelmen to rest, to meet again at the festive banquet board which had been prepared by "mine host" Lewis, of the Merchants' Hotel. After the banquet, the business meeting of the division was held. F. K. Bull, of Racine, presiding, owing to the absence of Chief Consul Bloodgood. Jay A. Hinman, of Oshkosh, was elected chief consul, and J. H. Bloedel of Sheboygan, as secretary and treasurer for the new term. Hinman was elected with almost no opposition, and the division is to be congratulated on selecting such a worker as Mr. Hinman has shown himself to be, and with J. H. Bloedel as the second man at the board, it is to be hoped that the division will enjoy a more rapid growth than it has heretofore. The Racine Bicycle Club showed itself to the best advantage by having all the arrangements complete and satisfactory.

A few accidents happened during the first day of the meet, none of them proving serious. In the morning, Fred Schmitz, Fred Avery, A. C. Swallow, V. J. Schonecker, Jr., and H. P. Andrae left Milwaukee at 8 o'clock, arriving at Racine at 11 o'clock. This is good time, considering that they stopped at all pumps(?) on the route.

After the return trip from Kenosha was begun a number of scorchers left the main body of riders and began a regular road race, to see who would reach Racine first. Hinman was riding at a fearful pace when he slipped a pedal, taking a bad header, bruising his shoulder and cutting his head some. F. T. Andrae of the scorching party was the first to reach Racine."

AT BINGHAMTON, N. Y.

THE first annual tournament of the Binghamton, N. Y., Club took place at Riverside Park, Thursday, August 2. The public showed its appreciation of the Club's enterprise by being present in goodly numbers. Mr. Ducker refereed the races.

RESULTS.

The first event was a one-half mile dash. W. W. Windle, of Lynn, Mass., got away nicely and held the lead easily to the finish. J. F. Midgly, of Worcester, Mass., was second, and E. Judd, of Elmira, third.

One mile novice race, C. J. Iven, of Rochester, was the winner in 3.00 1-4. F. Carroll, of Elmira, held the lead for two laps, but there he weakened and Iven took the piloting. A. I. Fuller, of Rome, was second.

One mile L. A. W. State championship race. For this, there were entered H. C. Hersey, W. S. Campbell and J. S. Roberts. They were all bunched until the last lap, when Campbell began to show the way and finished first amid the wildest cheering. His time was 3.16 2-5. Hersey second.

Two mile race—6.45 class. E. L. Sheffer, of Williamsport, set the pace for three laps, then one of his pedals dropped off and he was compelled to dismount. He took another wheel and pluckily began the task of overtaking the other racers. Toward the finish Sheffer had to stop. C. J. Iven, of Rochester, won in 6.21 1-4. W. E. McCune, of Boston, second.

Elsa VonBlumen and Jessie Oakes rode a half mile and Von Blumen finished ahead.

The one-half mile Junior Wheel Club was won by W. Loveland. W. Shulz made Loveland do his best.

One mile open race was one of the best on the card. There were four entries: W. S. Campbell, W. W. Windle, J. F. Midgely and C. J. Iven. Midgly had the lead three times around the course. On the fourth lap Windle began hustling and held his lead, winning in 2.52 1-4, Campbell second, Midgly third.

The Binghamton Wheel Club race was won easily by John Cutler, time 3.20; F. J. Cox second.

Von Blumen and Oakes rode the second one-half mile heat and this time Oakes was the winner.

The three-mile handicap was a rattling race, and in this Windle took another trophy. His time was 8.57 1-4, and he had plenty of reserve to spare. J. F. Midgly was second.

The safety one mile was between W. E. McCune and J. F. Midgly, who won in 2.58 3-4.

Von Blumen took the third heat in her race and the poor girl was awfully fatigued.

The one-mile team race was won as announced on the board, by "East." As they crossed the chalk line Midgly was first and Windle second.

The consolation race went to C. Conolly of Rochester, Sheffer second, time, 3.08 2-5. Taken altogether the races were good and the wheelmen are to be congratulated.

'WILLIAM FENTON and Fred Gibson of the Ramblers were at the Point of Pines, Mass., last Sunday, and left their wheels chained in the usual manner, while they wandered about the grounds. On returning they found that some malicious scamp had unscrewed the handles and brake grip of Fenton's machine and carried them off. They had also broken the lock and chain. A more contemptible trick is seldom recorded."—*Chelsea Record.*

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

R. Philip Gormully and Thomas B. Jeffery.



R. PHILIP GORMULLY.

PERHAPS there are no gentlemen interested in the manufacture of cycles who personally are so little known to wheelmen generally, and whose names at the same time are so thoroughly familiar to every knight of the wheel, as the Messrs. Gormully & Jeffery of the manufacturing company of that name, whose portraits we take great pleasure in publishing.

We believe we have the honor of being the first cycling periodical favored with a likeness of Mr. Gormully and the following facts obtained from Mr. Oliver at an interview in Chicago:

R. Philip Gormuly was born in Plymouth, England, in 1847, and is therefore the youngest of the presidents of American cycling corporations. He received a thorough English education, but at an early age developed a decided aptitude for business, and his ambition led him to seek his fortune in the United States in 1868. He was well acquainted with the then existing business methods of England, which knowledge was his only capital. As soon as possible he became a naturalized citizen, and has since become so identified with America and its ways that it would take a cute observer to discover in him other than the typical successful American. His business career from the start has been a series of successes, and when he joined hands with his old schoolmate, Mr. Jeffery, some years since, he was a comparatively wealthy man, and that, too, without ever having touched speculation in any form. In fact his strict idea of business morality and integrity are substantially evidenced by his never having figured as a defendant, excepting in the cases of the Pope Mfg. Co., when his position on every point at issue was sustained by the full and complete decisions of Judges Gresham and Blodgett. Mr. Gormully is well proportioned, of a rather dark complexion and of a quiet demeanor. He is modest to a degree that avoids personal notoriety. He has attended but few of the League meets, Chicago and St. Louis being the only ones, so it is not surprising that, outside of the trade, so little is known of him.



THOMAS B. JEFFERY.

Thomas B. Jeffery was also born in Plymouth, England, but in 1845. He came to this country early in life and has long been known to the mechanical world as a mechanical expert of no mean abilities. The following sketch, published in the *Wheelmen's Gazette*, in March, 1886, covers his cycling connection, and is well worth reprinting:

"Mr. Thomas B. Jeffery, of Chicago, is one of the pioneers of the bicycle industry in this country, and has been constantly identified with it as far back as 1878. His attention was first called to the bicycle on a visit to England during the year mentioned, and adaptability to the wants of the American public was so apparent to him that he at once began to investigate the details of its construction. He consulted experts and the manufacturers of material, purchased a quantity of steel for rims, rubber tires, tubing for backbones and other supplies which could not be obtained in the United Sntates. His return was hastened by his desire to be the first one to commence the new industry. But delay occuring in shipment, and the manufacture of special machinery for the work, prevented the appearance of his bicycle until 1879. The announcement of their appearance on the market was met with opposition by the Pope Mfg. Co., at that time but recently organized, and armed with the Lallement patent, a royalty was demanded and paid for the machines then completed, which found a ready sale, as they were furnished with Rudge ball bearings, closed head and hollow forks, in marked contrast to the cone bearing and solid forked Standard Columbia, and as a natural consequence their futher manufacture was prohibited. Wishing to retain his identity with the business, Mr. Jeffery turned his attention to the manufacture of smaller machines, this being the only manufacture permitted by the corporation then controlling the sale of bicycles in the United States, and also repairing machines of other makes. It was about this time that he made the first pair of wheels for the Overman tricycle. The confinement to the smaller grade of machines was gradually made more and more unnecessary, and, as an advantageous ssociation with Mr. R. Phillip Gormully largely augmented the finances and the business reputation of the concern, higher and higher grade machines were successfully produced. Mr Jeffery has invented many improvements both on the parts of bicycles and the machinery used in their manufacture. He superintends the mechanical departments of the Gormully & Jeffery factories, and thousands of riders of the American Cycles will bear testimony that it is efficiently done. By the above it will be seen that Mr. Jeffery was the first maker in this country of high grade machines, the claims of others to the contrary notwithstanding"—*Wheelmen's Gazette.)*

INTO THE YOSEMITE.

BY S. F. BOOTH, JR.

(Continued.)

THE view from this point was one long to be remembered, and but for a very persuasive remonstrance from our digestive organs we could almost have believed we were in fairy land. It was getting on towards dinner time, so we started for the hotel, where we arrived in due course, satisfied and fully repaid for all our hard work.

We rather astonished the "colored gent" at dinner, but he got bravely over his an azement in a few days, and was more and more convinced that we were noblemen in disguise as his bronzed flippers closed round a good silver dollar.

The next day we planned for a visit to Mirror Lake, and were off early, as it must be reached before the sun rises. The lake is distant about three miles from the hotel, which latter place we left at 5.45, and were at the lake an hour later. The lake is only about one hundred yards long by fifty wide, and an average depth of about a foot or so, a mere frog pond, but the reflections are something indescribably beautiful. At the head of the lake stands Mt. Watkins, while surrounding it on all sides are huge cliffs of granite, thousands of feet high.

The effect of the reflection of the cliffs and trees is truly sublime. It cannot be painted, neither is it possible for the pen of man to adequately describe it. We were accompanied on this trip (or rather followed) by an artist of some note, and although he made a masterly "attempt," yet I could not justly call it more than an "attempt," and as I gazed at his effort, the following doggerel drifted through my brain:

"Oh peerless gem, oh Mirror Lake,
Thy charms from thee we ne'er can take.
What skilful brush or facile pen,
Though wielded by most gifted men,
Can e'en thy smallest beauty show?
Yes, man must *see*, if he would know."

Of course you will see at a glance that there is considerable merit in that stanza, and that I have mistaken my calling.

We saw the sun rise over Mt. Watkins, and as old "Sol's" refulgent rays shot over the summit, through a clump of pines, a sight was presented that almost caused us to leap into the lake in our ecstasy, but as that would have ruffled the water and spoiled the reflection we desisted.

On the north side of the lake there is a splendid echo. Of course we had to try it, and we yelled till we were hoarse, succeeding in getting five good echos, though they say it has repeated nine.

On our way back to the hotel for lunch I proposed

A SHORT CUT,

which Joe readily acceded to. I cut across the field, and coming to the river walked down looking for a place to cross. Finally I discovered that there was no bridge for about a mile and a half, and as the river was very rapid, running about fifteen miles an hour, it looked rather dubious about lunch. At last I found a place which looked about a foot deep, and taking off stockings and shoes, I

started across. In the middle I found it all I could do to keep on my feet, as it was very swift, and the water dashed over my head, thoroughly soaking me. Being determined not to end my career so soon, especially on an empty stomach, I got over. Then Joe started, and I enjoyed his discomfiture quite as much as he did mine. He crossed in safety in a similar condition to that I was in.

Then a new danger threatened us. We were on the right side, but in the midst of a dense undergrowth and forest. In which direction the hotel lay we knew not. After cutting our way through a little, I caught sight of Glazier Point, and knowing the hotel to be below it, we made a bee-line for it. We shortly arrived at our destination, Joe declaring that he wanted no more of my "short cuts," that the regular beaten path would satisfy him, and while I was inclined to side in with him, I kept my counsel.

After lunch, we visited the Lower Yosemite Falls, which is 487 feet high. Having selected a spot from which we could get a good view, we sat down to read a little, or rather we tried to, but we came to the conclusion that novels were too tame amid such scenes. In the evening we planned a

TRIP TO CLOUD'S REST,

distant twelve and one-half miles, from whence can be had a grand view of the valley and surrounding mountains.

We left the hotel next day with our lunch at 6.30, going by the Vernal and Nevada Falls, and thence over the mountains by a trail, which at times was extremely hard to follow. After we had gone probably ten miles, we got on the old Mono trail leading into Nevada, and were making for that State in great shape, getting within about five miles of the State line, when we met a shepherd and inquired for Cloud's Rest.

He pointed to a mountain of granite, which we forthwith began to climb. It was straight up and down, and my hob-nailed shoes came into fine play. It was one of the riskiest climbs I ever tackled, and after we gained the summit, we looked straight down a distance of over 2000 feet, enough to make one shiver. We had a powerful pair of field glasses with us, but we searched the horizon in vain for the valley. We could see snow-capped peaks all around us. We came to the conclusion that we were on the wrong summit, at the same time we found mountain climbing hungry work, so we despatched our lunch in short order. We then determined on getting on top of the highest peak in sight. I wanted to take a short cut but Joe wouldn't have it, and as I didn't like to lose him in those wilds, especially as we had heard the growlings of bruin a short time previous, I submissively stayed by him. We skirted the ridges, making for a peak which afterwards turned out to be Cloud's Rest. Near the summit we met a horseman, who assured us we were on the right trail. We got on top at last, and it fully repaid us for our long tramp, in fact this trip should never be omitted. You don't see *everything* unless you visit Cloud's Rest. It is 10,000 feet above the sea level, and when we arrived we found four feet of snow on its summit.

Here our glasses came into fine play, and we could sweep the horizon for a distance of over a hundred miles. All around us were the snow-capped Sierras, glittering in the sunlight, it being a cloudless day, while here and there, nestling in the valleys, lay numerous lakes. The view of the valley from this point is rather distant, the waterfalls looking like silver threads even through the glass. It was a sight we shall never forget, but we could not linger long as we had a weary tramp before us, and so we made a start at 1.40, and arrived at the hotel at 5.30, having tramped between twenty-eight and thirty miles. This is considered a two days' trip, as visitors generally stop over night at the head at Vernal Falls, and take horses there next day, getting to the valley in the evening. The guide told us, however, it could be done in a day, and if we were good walkers it was much preferable to riding a horse, as it was less work and we could get along faster, beside being cheaper. We took his advice and it worked admirably, as we had neither horses nor guide while in the valley.

(To be Continued.)

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

A REFERENCE to our "Coming Events" will show that September will be a busy month among the racing men. We are sorry to see so many events crowded into so short space of time.

THE first and second prizes of the Ohio State Division Meet and the Hill Climbing Contest were won on Columbia Light Roadsters.

THE Rambler Safety, of the Gormully & Jeffery Mfg. Co. make has at last arrived in Boston and is on view at the store of J. S. Murray, 243 Columbus avenue. We propose to give the Rambler a trial on the very first opportunity.

THOSE who have worn Holmes' Self-Supporting Stockings will bear us out in saying that these articles are one of the most convenient inventions ever given to the public. A reference to our advertising columns, page 291, will show that Spalding & Bros. are offering an immense bargain in these stockings this week.

AT the Ohio State Division Meet, held at Toledo, July 23, the total number of wheels in line were 186, 109 of which were Columbias.

THE *Chicago Times* is responsible for printing the alleged fact that Mrs. T. W. Eck is suing for a divorce on the ground of cruelty and adultery. Mrs. Eck was married to the T. W. Eck about one year ago.

"THE Bay State Bicycle Club of Worcester, Mass., had a hill climbing contest last evening on Walnut Street that attracted a large crowd of spectators. Several attemps were made by the members, and James Wilson, who has previously made the ascent of the hill, did it the first time quite easily."—*Spy.*

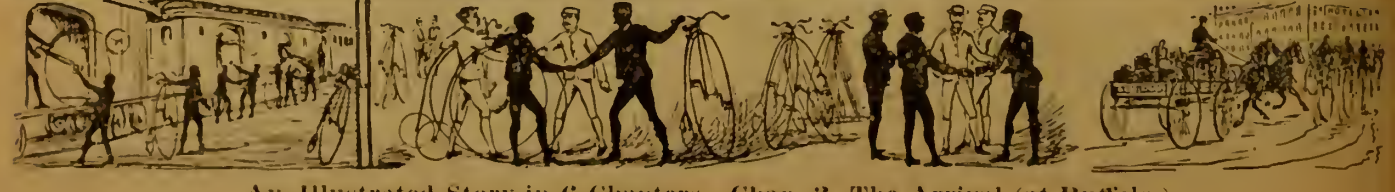
ONE of the handsomest framed show cards we have ever seen is that of the Gormully & Jeffery Mfg. Co. The drawing is excellent and the coloring beautiful.

MR. DUCKER continues his serial story this week. The beauty of Mr. Ducker's language in relating the story is that it is one that can be read by any civilized person. It is true that he does use a few words to aid the slow brained, but the pictures tell their own tales, and as each chapter appears it should be carefully scanned by our readers. By referring to our advertising columns it will be noticed that entries to the races close August 27.

IF you want a bargain in the stocking line refer to page 291, and see what Spalding & Bros. are offering Holmes' Self-Supporting Stockings for.

COMING EVENTS.

August 15—Waiontha Bi. Club Races at Richfield Springs, N. Y.
Aug 18.-Michigan Division L. A. W. Meet at Grand Rapids.
August 30—New Castle, Pa. Races.
Sept. 3—New Jersey Athletic Club Races.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 7—Lockport, N. Y., Wheelmen Races.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
October 6—Orange Athletic Club at Roseville, N. J.
Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Enslow, P. O. Box 372.



An Illustrated Story in 6 Chapters.—Chap. 3, The Arrival (at Buffalo.)



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

THE Massachusetts Division has just held one of the most successful meets that it has known. We do not wish to institute a comparison between this affair and those that have been held by other States, but we desire to remark that this meeting has been an important factor in convincing Massachusetts wheelmen that it is an advantage to belong to the League. The officers saw to it that League privileges should go to League members only, and those who were not of us found themselves out in the cold. Discounts were refused to non-League men and many such hastened to unite with an organization that would do so much for them. Other Divisions should take the lesson home to themselves.

WHAT a convenient expression "I told you so!" often becomes. The committee on Reorganization prepared its Constitution, submitted it to the Board of Officers, printed it in the *Bulletin* and asked for criticisms and suggestions. They recieved very few words of commendation or disapproval. One fraction made up of those who represented the smaller States objected to the Territorial Division scheme, and asked to be put where they were located under the old rules. The arguments presented were convincing and, although they had to abandon an important feature of their scheme, the committee yielded the point and complied with the request. Mr. Shriver also offered objections and presented them with force in the cycling press. Neither the committee nor the meeting were convinced that Mr. Shriver's ideas were good ones and they did not prevail. But Mr. Shriver has won the right to object to the Constitution as no other man has. He will object, be assurred; but this gentleman is one who fights fairly and squarely and when he is defeated he does not slink into a corner and refuse to play any more. He is loyal to the League and always on deck. We admire Mr. Shriver's system of warfare though we do not always endorse his ideas. The moral of all this is that the criticisms now being made on the Constitution are untimely and of no possible advantage to the League nor to the makers thereof.

League Clubs.

The following League Clubs having qualified have been entered on the books;

202—Jamaica Cycle Club, Jamaica Plain Mass.
203—Nursery Wheelmen, Franklin, Penn.
204—No. Easton Wheel Club, No. Easton, Mass.
205—Quixote Cycle Club, Haverhill, Mass.
206—Star Bi. Club, Detroit, Mich.
207—Carrolton Wheel Club, Carrollton, Ill.

Pennsylvania.

I make the following appointment; Martin Rudy, League Repairer, No. 9 East King street, Lancaster, Pa.

GEORGE A. JESSUP,
Chief Consul.

Delaware.

According to the directions of the L. A. W. Constitution, I held a meeting of the Delaware Division Thursday evening, August 2 at 8 o'clock. There were 25 members present. As our Sec.-Treas., Mr. Charles W. Todd, has left the state and located in Washington, William F. Kurtz of this city (4th Poplar, Wilmington) was elected Sec.-Treas.

After transacting the usual business the meeting adjourned.

J. E. PALMER.
C. C. Del. Div. L. A. W.

Virginia.

On recommendation of Mr. F. R. Webb, Local Consul of Stanton, I have this day appointed the hotel at Stribling Springs, Messrs. Chichester and Stewart, the L. A. W. hotel for that vicinity. Regular rates $2 per day, to L. A. W. members $1.50 per day. It is thirteen miles from Stanton and is reached by an excellent dirt road, and tourists thro' the valley will find it a charming ride and first class accomodations.

J. C. CARROLL, Chief Consul.

Tennesee.

Not having time to devote to the duties of the office of Secretary-Treasurer of the Tennesee Division of L. A. W. if elected, I must decline the nomination kindly made by No. 1471. J. D. HERNDON.

I nominate Mr. B. A. Patch of this city for the office of Secretary-Treasurer of Tennesee Division of L. A. W. believing he will fill the office very creditably to himself, to the Division and L. A. W., if elected.

Very Respectfully, L. A. W. No. 17936

Illinois Election.

Officers elected for the ensuing year are Chief Consul, W. A. Davis; Vice Consul, Charles Hansel; Secretary, Thomas Sheridan; Representatives, Harry G. Rouse, Charles Sieg, C. F. Gross, W. H. Osman, T. C. White. Signed, W. C. Thorne, T. L. Sloan, C. E. Randall Canvassing Committee.

A. J. STREET, Sec.-Treas.

District of Columbia Election.

The election of officers for the District of Columbia Division L. A. W. was held Wednesday, August 1, 1888, resulting in the election of George S. Atwater, Chief Consul, Edward A. Demaray, Vice Consul, E. T. Pettengill, Division Representative, and Edson B. Olds, Sec.-Treas., George R. Ide, Club Representative of the Washington Bicycle Club.

Yours Respectfully, EDWARD BALZLEY.
Secretary-Treasurer.

To Members of Kansas Division.

In a few days blanks will be mailed to all members, a mail vote, for the the purpose of changing Sect. 1, a, Art. 2 of By-Laws of Kansas Div. L. A. W., From

There shall be an annual meeting of the Division at such a time and place as the Chief Consul may determine, such meeting to be held within two months after annual meet of L. A. W. Thirty days notice to be given of said meeting.

To

There shall be an annual meeting of the Division at such a time and place as the Board of Officers may determine. Thirty days notice to be given of said meet.

Which please sign and return by August 13, 1888, else they will not be considered. By order of Chief Consul,

OTTO H. WULFEKUHLER,
Sec.-Treas., Kans. Div.

Kansas Division.

In accordance with Constitution of L. A. W. our Division is entitled to a Chief Consul, Vice Consul, Secretary-Treasurer and one Representative, same to be elected between July 15th and August 15th, therefore blanks will be mailed with the above for a mail vote. All blanks must be properly signed and returned to undersigned on or before August 13th.

OTTO H. WULFEKUHLER.
Sec.-Treas., Kans. Div., L. A. W.

Minneapolis, Minn.

In behalf of many active wheelmen, I would respectfully nominate the following names to represent the offices set opposite their names for the League year commencing August 16th: T. M. Slosson, Minneapolis, Chief Consul; C. A. Roach, St. Paul, Vice Consul; A. D. Laird, Winona, Secretary-Treasurer; A. M. Welles, Redwood Falls, Representative. Trusting enough interest will be taken in the proposed ticket to poll at least a complimentary vote.

I am fraternally,

L. B. GRAVES, L. A. W. No. 1614.

Ohio Nominations.

The Committee on Nominations have reported the following names of candidates for the offices of Chief Consul, Vice Consul, Secretary-Treasurer and Representatives for the Ohio Division for the year beginning Sept. 1, 1888, viz.: Chief Consul, T. J. Kirkpatrick, Springfield; Vice Consul, Frederick Boice, Toledo; Secretary-Treasurer, Joseph W. Spahr, Springfield; Representatives, A. E. Mergenthaler, Fostoria, Marcus Moses, Gallipolis, Dr. C. H. Griffin, Ravenna, E. R. Eastman, Ottawa, W. P. Harmony, Sidney, H. B. Hane, Marion, E. A. High, Cincinnati.

I congratulate the Division upon the fact that Mr. Kirkpatrick has been induced, in view of the important questions pending, to accept the nomination for Chief Consul.

Voting blanks will be issued from this office to every member entitled to vote in this election, i. e. all who were fully qualified members on the first day of July, 1888, and I trust due attention will be given to this important election. JAMES R. DUNN, Chief Consul.

Massillon, O., August 1 1888.

Annual Meeting of the Connecticut Divison.

The annual meeting of this Division was called to order in the parlors of the New Haven Bicycle Club at 9 o'clock on the evening of July 26, Chief Consul Tracy in the chair.

Records of the last annual meeting were read, accepted, and ordered on file.

Report of Chief Consul, a worthy document, reviewing the progress of the L. A. W., and calling strict attention to matters more particularly concerning the Divison, was read, accepted, and ordered on file.

Secretary-Treasurer's report, showing balance of $210.10 on hand, was read, accepted and ordered on file.

Representative Ward moved several amendments to the rules governing the Division.

Upon motion of Mr. Post they were considered separately.

Each being separately adopted, President Frisbie of the New Haven Club moved their adoption as a whole, and the motion prevailed.

Under miscellaneous business Mr. Frisbie moved the following nominations for the coming election: For Chief Consul, C. E. Larom, New Haven; Vice Consul, C. L. Brockway, Middletown, Conn.; Secretary-Treasurer, E. A. DeBois, Hartford. Representatives, D. J. Post, Hartford; W. H. Squire, Meriden; W. T. Williams, Yantic; Chas. D. Knox, Lime Rock.

Upon motion of Mr. Ward the Chief Consul and Secretary-Treasurer were ordered to publish in pamphlet form by January 1 next a list of the rules adopted at this meeting, together with a list of the Division officers, League hotels, &c., and that a copy be mailed each member by the Secretary-Treasurer.

The Road Book account showed that while books had been furnished Division members at less than cost a profit of $46.43 was already assured.

Upon motion of Mr. Frisbie Mr. Huntington was presented with 20 copies of the Road Book as a slight recognition of his services in compiling it.

The thanks of the Division were tendered the retiring Chief Consul and Secretary-Treasurer; also the New Haven Bicycle Club for the use of its parlors.

Adjourned.

It is to be regretted that so few were present. The meeting was of vast importance, as all who have perused the last few *Bulletins* should have known. Then again, with so few out of town members the New Haven boys were barely accorded an opportunity to do justice to their well established reputation for entertaining.

An excellent spread together with songs, banjo playing, speech making and a well worded address and recitation by ex-Secretary-Treasurer Wm. H. Thomas were among the many good features of the entertainment. DAVID J. POST, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment

of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 151—Total 115—10,959.

BOSTON, Aug. 10, 1888.

CALIFORNIA DIVISION—2—378.

Unattached.

20173 Wetmore, Geo. P., 607 Fell st., San Francisco
20103 Bowman, Reginald H., Santa Cruz

CONNECTICUT DIVISION—2—437.

Middletown Wheel Club.

20164 Robinson, C. S., Middletown
20165 Smith, L. S., "

DELAWARE DIVISION—1—44.

Unattached.

20125 Kinkead, Chas. J., 605 King st., Wilmington

DISTRICT OF COLUMBIA DIVISION—2—129

Capital Bi. Club.

20132 Loomis, J. T., 1424 F street, Washington

Unattached.

20126 Mills, G. A. H., 735 9th st., N.W., "

FLORIDA—1—16.

Unattached.

20219 Dodge, F. L., Kissimmee

ILLINOIS DIVISION—7—673.

Illinois Cycling Club.

20174 Arnold, F. F., Chicago
20175 Allen, J. K., 44 Lakeside Building, "

Princeton Bi. Cranks.

20177 Clark, Geo. B., Princeton
20176 Johnson, Wm. B., "
20178 Smith, J. Clyde, "

Unattached.

20145 King, Edw. A., 1448 Montana st., Chicago
20144 Hatch, Ozias M. Jr., 1005 N. 7th st., Springfield

INDIANA DIVISION—1—191.

Unattached.

20105 Arnold, Harry A., 13 Butler st., Fort Wayne

IOWA DIVISION—4—156.

Osage Wheeling Club.

20100 Chassell, E. D., Osage
20108 Lohr, F. W., "
20107 Lohr, Frank S., "
20109 Pelton, S. R., "

LOUISIANA DIVISION—2—48.

La. Cycling Club.

20179 Christy, Harold, 301 5th st., New Orleans
20180 Jay, J. W., 357 Laurel st., "

MAINE DIVISION—3—123.

Kennebec Ramblers.

20146 Marston, C. E., Waterville

Unattached.

20147 Crockett, G. Wallace, 137 Pine st., Lewiston
20148 Dingley, Albert G., 78 Horton st. "

MARYLAND DIVISION—1—428.

Chesapeake C. C.

20133 Reeves, J. Edgar, 819 N. Stricker st., Baltimore

MASSACHUSETTS DIVISION—10—1173.

Wakefield Bi. Club.

20211 Rogers, Nat. S., Greenwood
20212 Crocker, F. W., Box 779, Wakefield

Unattached.

20209 Hazard, Geo. D., 83 Equitable Bldg., Boston
20110 Erhart, Louis, Box 397, Greenfield
20210 Gilmore, Charles A., Wrentham
20213 Clark, Lawrence M., Newton
20214 Baylor, Wadsworth, 355 County st., New Bedford
20215 Roberts, John W., Bancroft House, New Bedford
20216 Spooner, Chas. F., 42 Parker st., "
20217 Briggs, C. C. Jr., Newtonville

MICHIGAN DIVISION—6—327.

Unattached.

20134 Calkins, E. E., Ann Arbor
20150 Watson, D. L. Jr., 557 Jeff. ave., Detroit
20136 Allen, Chas. D., Hudson
20137 Cobb, Carroll C., "
20135 Tabor, Frank J., "
20149 Walker, T. W., 1412 Main st., Jackson

MINNESOTA DIVISION—2—106.

Unattached.

20138 Grail, Henry M., Owatonna
20139 Austin, C. J., "

MISSOURI DIVISION—1—323.

Unattached.

20100 Lewis, W. M., Miami

NEW HAMPSHIRE DIVISION—1—100.

Unattached.

20182 Rogers, John B., So. Newmarket

NEW JERSEY DIVISION—12—693.

Dennisville Bi. Club.

20183 Wright, Robert C., Dennisville

Freehold Cyclers.

20111 Bowne, Harry A., Freehold
20112 De Roche, John A., "
20113 Thompson, Wm. A., "
20114 Zimmerman, Arthur A., "

Hudson Co. Wheelmen.

20141 Westervelt, Dr. J. C., 6 Park st., Jersey City

New York Bi. Club.

20184 Beattie, W. H., Little Falls

Unattached.

20140 Burk, Wm. H., Clarksborough
20107 Deats, H. E., Flemington
20130 Oppenheim, S. D., West End, Long Branch
20155 Smith, W. R., Bayonne
20218 Kelley, Wm. S., Smithville

NEW YORK DIVISION—30—2293.

Chenango Co. C. C.

20199 Burrous, B. L., Norwich

Citizens' Bi. Club.

20181 Johnson, E. T., New York City

Fort Edward Wheelmen.

20128 Spicer, Walter C., Fort Edward

Manhattan Bi. Club.

20196 Davidson, John A., 346 West 45th st., New York City
20197 Pearsall, Ed. M., 357 W. 46 st., "
20198 Pelin, V. F., 1548 Broadway, "

New Haven Bi. Club.

20142 *Frisbie, Mrs. W. M.*, 2285 7th ave., "

Newburg Wheelmen.

20153 Lowe, Chas. H., 147 Chambers st., Newburgh
20154 Oakley, Robt. D., 26 Dubois st., "

New York Bi. Club.

20185 Bogart, E. E., 22 Union sq., New York City
20186 Chapman, D. B. R., 15 Trinity Bldg., "
20187 Cleveland, H. E., 293 Broadway, "
20188 Cooper, M. M., 100 Broadway, New York City
20189 Jordan, W. B. M., care H. B. Claflin & Co., New York City
20190 Rolston, Louis B., 20 Nassau st., "
20191 Rosencrantz, Geo. S., 31 Pine st., "
20192 Reese, Wm. F., 52 Broadway, "
20193 Sadler, H. M., Mills Bldg. Room 13, "
20194 Woodhull, E. D., 199 Chambers st., "

Oneida Bi. Club.

20200 Root, E. E., Oneida

Ramblers Bi. Club.

20116 Peckham, E. Z., Rome

Unattached.

20127 Sherman, A. T., 243 Jeff. ave., Brooklyn
20151 Bird, G. R., 727 Lex. ave., New York City
20195 Keily, Ralph W., 59 Perry st., "
20129 Kurzman, Seymour P., 115 East 65, "
20152 Smitten, A. T., 360 Fifth st., Brooklyn
20119 Hoffman, Henry M., Oakfield
20118 O'Brian, J. S., "
20202 Bacon, Geo. E., 115 W. Dominick st., Rome
20115 Benedict, A. L, M. D., City Hospital, Rochester
20117 Crosby, E. H., 100 Genesee st., Utica

OHIO DIVISION—7—876.

F. C. B. C.

20156 Bricker, Frank, Hicksville

Youngstown Bi. Club.

20203 Powers, E. S., Youngstown
20204 Bannister, L. H., "

Unattached.

20120 Carey, Walter J., 375 John st., Cincinnati
20201 Wright, A. M., Ravenna
20168 Carter, Chas. E., Tallmadge
20143 Farrel, D. A., 718 Oak st., Toledo

PENNSYLVANIA DIVISION—9—1366.

Alert Bi. Club.

20206 Hetler, W. A., Hazleton

Keystone Bi. Club.

20169 Place, Victor C., 304 4th ave., Pittsburgh

Unattached.

20157 Wood, H. W., Erie
20171 Wilson, R. J., Mt. Carmel
20205 Macnnin, Howard, "Tube Works," McKeesport
20131 Hughes, L. B., Punxsutawney
20170 Wilson, H. E., 342 Forbes st., Pittsburg
20207 Smith, August, Smethport
20208 Sprague, C. R., "

RHODE ISLAND DIVISION—6—238.

Brown University.

20172 Barbour, C. A., Brown University, Providence

Unattached.

20158 Hayward, Albert H., Jr., 6 State st., Newport
20159 Hilton, Herbert C., 209 So. Main st., Providence
20160 Ingalls, Will C., 5 Atlantic, "
20161 Leavitt, W. M., 148 Lockwood, "
20162 Smith, James M., 9 Custom House st., "

TENNESSEE DIVISION—4—58.

Nashville Bi. Club.

20121 Birdsall, Frank R., American office, Nashville
20122 Cunningham, Hugh, 319 N. High st., "
20123 Murdoch, M. F., 221 N. Cherry st., "
20124 Palmer, R. C., 423 Union st., "

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

City and State,

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $1.00; in April, May or June, enclose $1.75; in July, Augus, or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The Tenor of Testimonials of

⋖ NEW MAIL ⋗

And coming to us every day. No question about this Wheel's standing in the estimation of riders.

The Wheel of Wheels!!

The demand keeping up all the time.

TESTIMONIALS:

NEW YORK.

MESSRS. WM. READ & SONS:

Dear Sirs—I must give you the praise that is due the New Mail. I have been a rider for the last 12 years, and have been on almost every wheel in the market, but have at last struck my favorite of all, the New Mail, one of which is now in my possession. It is, without exception, the truest, easiest and lightest running machine I was ever on. I was first struck with its handsome appearance, and when I tried it I immediately disposed of my old one and purchased this one I now have. I can recommend this wheel above all others, and you are at liberty to use this.

Yours truly, G. F. PERRIN.

MESSRS. WM. READ & SONS:

Gentlemen—The New Mail came in good shape. I am very much pleased with the wheel, and consider it the very best on the market to-day. As I have had two years' experience with the Trigwell Ball head on my old wheel, I know it is a good thing, and as essential to the fine running qualities of a wheel as a Ball Bearing in any other part. Yours truly, C. R. FLOWER.

MANUFACTURERS:

WM. READ & SONS, - - 107 Washington Street, BOSTON.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

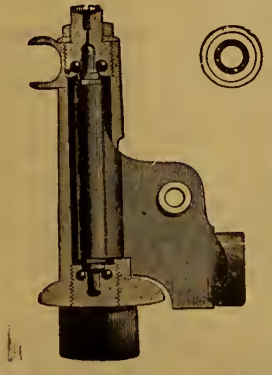
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

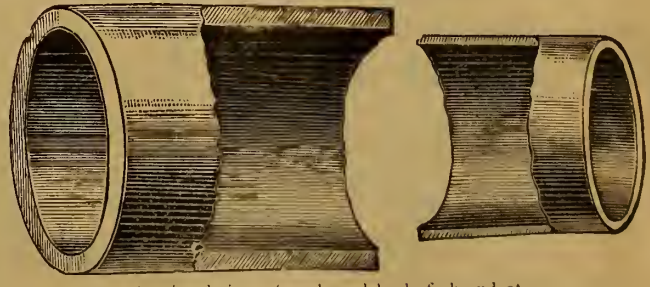
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

Not a Broken Backbone Last Year!

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

NEW THIS SEASON.

All the Best Features.

Many Original Improvements.

VELOCE

Most Rigid Steering.

Best Hill Climber.

Detachable Chain.



Kirkpatrick Saddle that can be tilted forward or back at will.

A frame that will not twist out of line.

COLUMBIA.

The Confident Claim of General Superiority.

The Highest Practical Excellence Over All.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and a'so a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 17 AUGUST, 1888.

Volume XVII.
Number 16.

Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.

SPECIAL.

All Advertisements in this Department 20 cents a line.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; $140 cash. Columbia Tandem, new last fall; in excellent condition; $175. Bicycles from $25 to $100. Send for list. The above Tandems to be sold before Sept. 1st. WHITTEN & CO., Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, $130. New 55-inch Columbia Light Roadster Bicycle, $100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



REPAIRING

Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,
BOSTON, - - - MASS.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

Jersey-Fitting Supporter.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, $1.00.—Will send by mail on receipt of price. Send size of Waist and Hip. Send for illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,
17 Kingston St., Boston, Mass.

Please mention this paper.

WE'RE READY FOR IT.

What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

WANAMAKER & BROWN,
Philadelphia.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

$150 BUYS a first-class Quadrant Tandem; ridden part of one season only. Complete with lanterns, cyclometer, and all necessary tools. Address A. B., P. O. Box 5100, Boston.

HERE! BARGAIN—52-inch Victor Bicycle; nickel finish; A1 condition. Price $75. H. B., Lock Box 50, Wappingers Falls, N. Y.

SPARKBROOK CRIPPER; perfect condition: low price. A. G. POWELL, 1219 Callowhill st., Philadelphia.

50-INCH American Champion, '87 pattern; spade handles; run one season; in perfect order, with new rear tire, backbone and front forks, for $65.00. Address FRANK M. DAMPMAN, Honey Brook, Pa.

RACER FOR SALE--Columbia 58-inch Rat Trap pedals; condition first-class. Best offer over $25.00 takes it. Address W. F. SHERWOOD, Binghamton, N. Y.

FOR SALE—A 52-inch Expert Columbia Bicycle, in good condition, cheap for cash. F. H. ROBERTS, Collinsville, Ill.

FOR SALE—Springfield Roadster; good as new; only ridden a few miles; '88 pattern; ball bearings; good reasons for selling. $85 cash, not including express. Address GEO. D. HAZARD, 83 Eqnitable Building, Boston, Mass.

FOR SALE—54-inch Columbia Expert; full nickel; balls all around; '88 pattern; run about 100 miles; warranted perfect. $115 at once takes it. Address O. G. WYNKOOP, Jefferson, Iowa.

FOR SALE—A Marlboro' Club Tricycle, in perfect order; will sell cheap. M. C. H., care 83 Equitable Building, Boston, Mass.

FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $55; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

FOR SALE OR TRADE.—One Columbia Lady's two-track Tricycle, as good as new; has not been run but a few times. Will trade for a good Columbia Tandem; correspondence solicited. Address, PALLISTER BROS., Ottumwa, Iowa.

BUFFALO

World's Tournament

Entries Close,

AUGUST 27th.

THE BICYCLING WORLD

Job Office.

Estimates made on all sized jobs from a Business Card up to a Full Catalogue.

12 Pearl St Boston, Mass.

Complete Electric Bell Outfit.

ONLY $5.00.

I am selling the best outfit in the market. One improved nickel plated Bell, one cell Leclanch Battery, 75 feet best office wire, push button, staples, and complete instructions for putting in operation. Packed in neat box, with sliding cover. Sent on receipt of price.

J. O. WHITTEMORE,
Fairfield, Me.

FOR $40

YOU CAN BUY A RUDGE RACER

We have on hand a few **New Rudge Racers,** which we will sell for **$40.**

We have also a few Second-Hand Rudge Racers, in first-class condition, that we will sell for $25. First come first served.

Address

STODDARD, LOVERING & CO.,
148 Congress Street, BOSTON,

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for $1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

L. A. W.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Not a Broken Backbone Last Year!

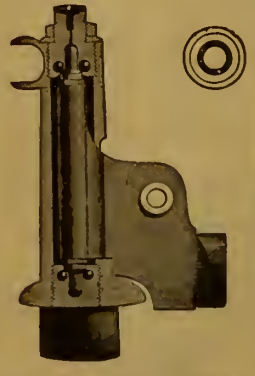
Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

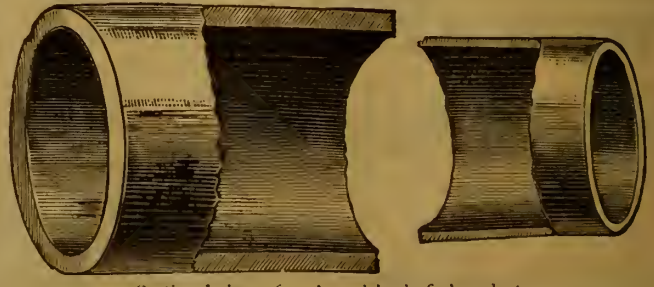
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

MANUFACTURERS,

WM. READ & SONS, 107 Washington Street, BOSTON.

WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
Hibbard, Spencer, Bartlett & Co., Chicago, Ill.

FOUNDED THE 1878

BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—— BY ——

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 17 AUGUST, 1888.

AUGUST is usually a bad time for us and a good time for our correspondents. It never rains but it pours, and half a dozen notes and postals have been received stating in more or less elaborate language that "I have gone to the country for a two weeks' vacation; no letter this week." These gay youths never think of the misery entailed on the editor by the failure of copy to appear.

THE American team of professionals, under the leadership of "Senator" Morgan, will have arrived in this country before our next issue goes to press. The record of this team while abroad has been one of credit to the members thereof, and we trust one of profit to them also. Ralph Temple, the present star of the team, was a year ago a comparatively unknown man. He had excelled as a trick rider, and it was the original intention of himself and his manager to devote his efforts principally to this special branch of cycling. Shortly after his arrival in England he developed such undoubted ability to travel fast that it was decided to give him more work on the racing path than was originally intended. The wisdom of this decision has been demonstrated, and the success of Temple has been phenomenal, he having won about ninety-five firsts, a percentage of over ninety per cent. of races started in, and the brilliant manner in which he has wound up his campaign by beating Howell four times within two weeks, is a record we are all proud of as Americans. We have particulars elsewhere of his winning the quarter and half mile match races with F. Wood, the Leicester crack.

In thus speaking so highly of Temple we should not ignore the fine work done by Woodside on the path. His successes have not been so remarkable as those of his younger confrere, but Woodside has done some excellent work, and he has made his mark as a thorough sportsman. The material Manager Morgan has had to work with has been of excellent quality, and we know that Temple and Woodside appreciate as well as ourselves that "the Senator" is largely to be credited with the success of the team from a professional as well as a financial standpoint. It is a pleasant and gratifying fact that nothing but kind and complimentary words have been spoken in the cycling press of Great Britain as to the methods of Morgan and his "merry men." Regrets are expressed on every hand in England that the "team" has left her shores.

As to the personnel of the European contingent that Morgan will bring with him, we can only say that it was his intention to bring Howell, Robb and Dubois and two or three other well known professionals.

LATER.

Since writing the above we have received the *Cyclist*, giving an interview with Temple. It reports him as saying that the team would sail on the 22d. As Morgan promised to cable us on the day of sailing, and as the cable has not come to hand the above date (the 22d) may be the correct one.

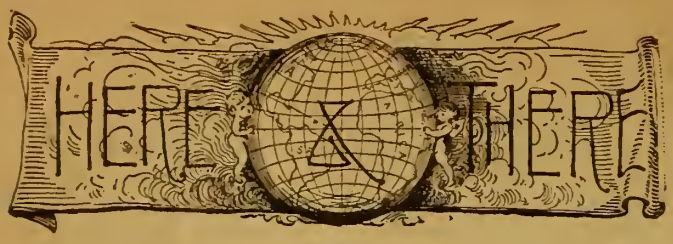
THE FINISH OF THE 100-MILE ROAD RACE.

THE *Union's* kick on having six miles of the BICYCLING WORLD'S 100-mile road race from Erie to Buffalo, September 8 run on the cycle track has brought out an explanation from Manager Henry E. Ducker. After stating that The *Union* had misunderstood the matter, he adds: "In the first place there will not be any of the race run on the cycle track, but whatever is necessary to complete the 100 miles will be run on the trotting track and at the most will not exceed 2 1-2 miles. That is about what is due when they get here but we propose to go around a hill at Eighteen Mile creek and that will take up part of it. As it is, there is about six miles to run in the park, but that is not all on the fair grounds, as, in order to get into the city, we are obliged to use four miles of the parkway that is in the city park and cannot be avoided. I did not go into the fine details as I did not think any one would pick it up. As I knew it would be all right when we run the race, I did not fear any criticism. I know The *Union* likes to have things right, and therefore I have written you thus fully."

Notwithstanding Mr. Ducker's explanation, there is still objection to having any portion whatever of the race run on any track, be it trotting track even. A road race is a road race and should be run as such. There is no objection to having the race finished on the fair grounds, but even a half mile of track racing, in the opinion of The *Union*, would prevent it being strictly a road race."—*Springfield Union*.

If the time made is a matter of seconds over the best, then we can see that the objections of the *Union* might be valid, but the fact that a half mile of track racing at the finish of 100 miles on the road should invalidate the claim that the race was a road race, seems to us very much like straining at a gnat. Certainly, the fact that the finish was to be made on the *trotting* track would be one of the most interesting features of the tournament, and it could be witnessed comfortably by thousands. A trotting track *unrolled*, is not of the easiest riding, and, unless our information is faulty, we believe that there are miles of road between Erie and Buffalo of much better surface than that of a *trotting* track.

A BROOKLYN paper thus describes the fast road rider, Mr. W. T. Murphy, of the K. C. W.: "He is twenty-one years of age, and weighs about 140 pounds. He is good looking, intelligent and good natured, and is trying to raise a mustache." The last seven words of the above item will arouse the sympathy of every male rider whose hirsute embellishment of the upper lip is coy and not anxious to thrive as luxuriantly as the owner of the lip would wish. We have a fellow feeling for Mr. Murphy, as we have "been there" in years agone.



NOTES BY THE "CAVILER."

I DO not know, Mr. Editor, what cognomen you are going to fasten on to me, but when you send me out into the wide, wide world of Boston City with a commission at large to find fault with and criticize men and matters I felt my gorge rise and my stock of milk of human kindness dry up. I never wrote a line for a newspaper before, and the methods of the item hunter are as a hidden mystery. I, however, had taken the contract, and so on Saturday last and on Sunday I girded my loins and pitched in. I was in the proper frame of mind to find fault and criticize. Strange as it may seem, I found myself in the position of defending and arguing against criticism. A certain individual took a very strong and positive position to the effect that the effete East and Boston as its centre was fast falling into the tail end of the cycling procession, and that now its clubs and its racing men all had to take a back seat. Now if "London W." had been your representative he would have turned up his nose because my friend wore black tights, but as I am also a wearer of the dreadful things I did not turn away (in fact I am dead against your good old "London W." in this matter as to the horrors of black tights, they are comfortable and in their place they are all correct). Well, our friend gave it warm to Boston wheelmen, and he "wept hot, salt tears of woe." "Bosh," said I, Boston's all right, and the sport is on a sound footing. True it is that large clubs of purely cycling element have seen their most prosperous days, the members have not faded away and blown into thin air, they are still to be seen as individuals skimming over the roads as of yore. Club runs do not seem to take, and though such men as Kendall and Perkins make strenuous efforts to get the club members out in force the effort seems to be futile, they prefer to go it alone or in twos or threes. As for racing men, well, we have a few left in New England. Can any one say that while such men as Roop and Carmen are riding, that this particular locality is not well represented on the road? Just you tackle these men, Mr. Editor, and see if I am not solid in my opinion. I can point to some men in the Jamaica Bi. Club and the Dorchester Club that on the road can make the best in the land hustle. Out on these chaps who are forever crying wolf; they need medicine, a dose of anti-bilious pills.

HAYES does not like to talk about the quality of fishing he found off Cape Poge a week ago. He seems really sensitive on the subject, and so after being stiffened out by a cold, stony stare, I went about on another tack, but the usually genial V. P. failed to materialize his thoughts into matter for an item.

You told me, Mr. Editor, that it was quantity you wanted and not quality in these articles. I'm so glad, as I like to write for space. In the meantime I will adjust my lorgnettes, to see what I can see for my next effusion. [Our friend is incorrect, it was *quality* we asked for, and alas, see what he gives us!!—ED.]

YE gods and little fishes you ought to see Charley Howard. He comes back from the Azores "bearded like a pard." Howard is not cut out for a sailor, as he informed me that his diary was one steady record of seasickness. "Every day," said Charles. "Come in and see me again soon, and I will give you my impression of the Azores from a cyclist's standpoint.

I RAN across Dr. Emery the other day as he was flying down Milk street. I stopped the Doctor and asked for an item. He at once became emphatic in his language. I failed to get at the "item," but I judge from the remarks dropped that a certain editor in New York was to be laid out in great shape. The train is fired and the explosion may take place at any time. It had something to do with "the Constitution," whether of the U. S. or the L. A. W. deponent knoweth not.

I SAW two members of the Eastern Road Club the other day, and I asked them where the corpse of the Eastern Road Race Association had been buried. They said the association was to have a meeting on the following Monday [last Monday.—ED.]. I said I would like to be present to drop a tear at the obsequies, and somehow or other the joke did not seem to take well. What was the matter do you suppose? [The club is alive and make no mistake, see report of meeting.—ED.]

SAN FRANCISCO.

"SPARROW."

MATTERS in California cycling circles are rather dull at the present time. Nothing of importance is on the bills, if the Consular election is excepted. Messrs. Mohrig and Houseworth, the latter Captain of the San Francisco Bicycle Club, are the candidates. Polls close on the 15th.

NIGHTBLUE, long-distance champion of Australia, arrived in this city Saturday. He intends to try to break the American records for 100 miles and over.

H. H. EGBERT rode from Sanceleto to Bolevas Saturday. The distance is twenty-two miles, and the road lies among the mountains. He made the run in four hours.

THE Outings united with the San Franciscos Sunday on a club run to Haywards. The riders were divided into two squads, scorchers and non-scorchers. A very sociable day was had, dinner being taken at Haywards.

R. M. WELCH, the retiring Chief Consul, has, during his incumbency, made himself one of the most unpopular cyclists in California. His lack of discretion displayed in so many instances, is the chief reason. One case in point of this was his proposing three groans, during a League run, for Secretary-Editor Bassett, because the latter inadvertantly happened to make a decision at which Mr. Welch chose to be offended, and endeavored to get even by such small means. The groans, however, were not heartily given, only a few very young riders joining in them.

MINNEAPOLIS NOTES.

"VERNON."

THE following division ticket was endorsed and declared all right at the last meeting of the Minneapolis Bicycle Club: Chief Consul, Mr. T. M. Slosson; Vice Consul, Mr. Chas. Roach; Secretary-Treasurer, Mr. A. D. Laird; for Representative, Mr. A. M. Wells.

H. P. LEACHMAN leaves for Chicago Sunday night.

ELMER AMERICUS SAVAGE drives a "white" horse now instead of his tricycle.

GEO. BARTLETT has already done some hard work on his tricycle and is getting in good form.

A. J. BLETHEN JR., has returned from Chicago. He speaks very highly of the way the Chicago men treated him while he was there.

W. MONASH was out riding with the boys for the first time in several weeks at the last club run. He has just recovered from a severe sickness.

HARRY LACKOR, Harry and John Prichett left here Thursday for Alexandria, on their wheels. When last heard from they were at St. Cloud, waiting for the St. "Clouds to roll by." (No diagram with this.)

IT is expected a good deal of sport will be gotten out of the team race to be held the 25th. It has been agreed upon that E. J. Hale and Colie Bell, the two fastest riders, choose up sides in the same way we boys used to in selecting sides and playing a "scrub" game of base ball. This race will be three miles, for points, the defeated side pays for supper. The men are to be picked from the M. B. C. only.

IN all probabilities, a twenty-five-mile road race will be run after we have our tournament. Nothing is known positive about it, but it is one of the things of the future. The bicycle dealers here are to be thanked for the way they are helping us out. There is one firm that refused to extend any aid. It is the same firm that fired one of the boys out for looking at their machines. Such a concern as this we could just as well get along without.

NEW ENGLAND.

"THE JOTTIST."

THE cognomen of goat, as applied to the rear-driving safeties, seems to have fired the imagination of a certain Rhode Island youth to such an extent, that the conceived idea of teaching a goat to furnish the motive power. Our information states that the quadruped is a great hill climber, but that he is no great shakes on speed.

THE Danbury, Bridgeport, Stamford, Norwalk and Waterbury cyclists will have a joint parade on Labor Day at Danbury, Conn.

THE Fitchburg Railroad make a strong bid for the New England wheelmen's patronage to Buffalo and return. We call attention to their advertisement on page 323.

RAIN, rain is what has destroyed the Sunday riding of the New England cyclist for the past two weeks. We hope the West has been more favorably treated by Old Prob.

A SPECIAL despatch to the Boston *Herald* states that the value of cycles owned in Rhode Island is over $1,000,000. We doubt the accuracy of that statement, as those figures would represent over 7000 machines.

P. H. COLLINS, an expressman of Providence, R. I., has been arrested for running down Mr. W. M. Leavitt. It was a deliberate act, and the wheelmen of Providence propose to make an example of Mr. Collins.

A SCRATCH quarter-mile road race between a well-known Attleboro' cyclist and a "2.45 nag" driven by its owner resulted in a victory for the wheelman, much to the astonishment of the owner of the quadruped.

A "REPUBLICAN Cycle Corps" has been formed in Worcester, Mass. There are forty members in the organization. As their name implies they will parade during the campaign in the interests of "Harrison and Protection."

A STRONG and very proper protest is made by a New Britain citizen against the custom of many of the cyclists of that town, using the sidewalks. This same writer states his determination to make "an example" of the first cyclist he catches on the sidewalk.

NOTICE in another column that the Rhode Island Division are to have a race meet Sept 25. Rowe said of the meet of the Rhode Island Division L. A. W. last year that it was the best managed of any he had attended. They intend this year to make it even better than it was then.

MR. GEORGE DARLING, of Waterville, Me., while riding his bicycle, was run down by a reckless driver of a horse attached to a buggy. Mr. Darling received a severe gash upon his throat, and bruises upon his legs, though fortunately no bones were broken. The brute in the buggy then made haste to escape, which achievement we are sorry to say he accomplished successfully.

A MERIDEN, Conn., exchange says: "Frank S. Ives denies the published statement that he has turned professional in the bicycle ranks. He has never raced for money, and has no intention of so doing, although he might as well as still belong to the promateur class." Our informant was positive that Ives intended racing in the professional events this season. If our informant is not correct we shall be pleased to publish Ives' denial over his signature.

WE received a mysterious bottle the other day from a friend, with instructions to "try it." Now, when we receive a bottle, with a tight-fitting cork, well wired down, and a general "champagny" look, and we then cannot find a cork screw, we feel that the apex of tantalization has been reached. However, with the aid of our editorial shears, manipulated by our "assistant," the cork was extracted, our parched throat irrigated, and serenity reigned once more in our editorial being. We have only one fault to find, and that is, we would like to have a *case* instead of a bottle, but as modesty is one of our amiable weaknesses, we do hope that this item will not reach the generous donors' eye, and that the case will not be forthcoming. We should be very angry if it did appear.

NEWS AND COMMENT.

WE had a call from Mr. Percy Harris last week. We were rather surprised to have Mr. Harris deliver himself of the belief that the rear-driving safety was a mere passing fad. We cannot agree with Mr. Harris. Although the machine will never supplant the ordinary it will steadily grow in popularity.

ENTRIES are already being received for our 100-mile road race.

WE print elsewhere the corrected programme of the Buffalo Tournament.

WE would respectfully remind "Tangent" and others that anonymous letters are consigned to the w. b.

OUR exchanges are full of assurances that their particular locality will "be well represented at the Buffalo Tournament."

THE burden of the song from most of our correspondents this week is "I have gone to the country, no letter this week."

JOHN HARRIOT has the contract for the medals for our road race. They will be in Mr. Ducker's hands on the 1st or 2d of September.

MESSRS. W. R. BURRIS and C. S. Bidwell, of Columbus, Ohio, have just returned from a most delightful two week's trip through Northern Ohio, Michigan, Canada and New York.

C. H. LAMSON, of Portland. Me., has just returned from a trip to California. It was a tour principally of pleasure, and he takes hold of the grind of business once more with renewed vigor.

THE Dart is rapidly growing in favor with lady riders. There are two young ladies stopping at the Pemberton, Hull, Mass., who are certainly most graceful exponents of the possibilities of this new wheel.

IN answer to several enquiries, we would say that the change of date of our road race to September 8 will in no way interfere with the track races of that date. If any sort of time is made, the finish should be made before 2 P. M. on that day.

LOUISE ARMAINDO emerges from the retirement of matrimonial llfe, and once more pines for the excitement of the racing path. She wants to race "any man in the world 142 hours, straightaway." She thinks she can do 1400, in a straightaway 6 days' race.

WE were somewhae puzzled to read in a Memphis paper, that the "Wheel" put in a full opposition ticket to the Democratic nominations. We wondered if the League was going into national politics, but we finally discovered that the "Wheel" were not a body of cyclists, but an organization of grangers.

MR. PERRY WEAVER, of Louisville, Ky., distinguished himself the other day by riding after a runaway horse, he captured and stopped the quadruped, thus saving the occupants of the vehicle—two young ladies—from a serious smashup. Now, if the usual romantic termination will only take place, we shall feel happy.

"WOLEVER makes a wager that he can make the journey from Lafayette to Indianapolis in five hours. The wager is a purse of $10, and will be settled one day this week. Members of the club here will be stationed at each town along the route to see that fair play is given."—*Exchange*. We wonder if Mr. Wolever appreciates the fact that in case the above item is true, he forfeits his amateur standing. Such, however, is the case.

WM. J. CORCORAN writes us from Woodstock, Ontario. Among others, he sends us the following items: "Rowe is here training, and will be big help for Foster. I have a good novice look for him at Buffalo. Foster will do some good work, as he is in good shape; his work so far is a surprise. This is a splendid place to train, good air, good hotel and fair track. The local club have a meet here August 20th, when Rowe will attempt to lower the Canadian professional record which stands at 2.49."

A CORRESPONDENT from Detroit writes us: "Some time since the Messrs. Traub brothers, leading jewelers of Detroit, Mich., offered a gold medal to each member of the Detroit Bicycle Club that could make one hundred miles on the road in ten hours. The first attempt was made on July 24th last. Messrs. C. H. Smith, H. A. Adams and B. J. Holcombe started for Windsor at 8 o'clock A. M. The first twelve miles was made in just one hours, when Mr. Adams, who was not in good condition dropped behind. Smith and Holcombe continued on together and covered twenty-four miles in one hour and fifty-nine minutes. At this time both were feeling good and confident of making the run successfully. When riding the side path over the sandy hill just entering Leamington, Mr. Holcombe struck a bad sand hole, taking a header that (as was afterwards learned) fractured one of his right ribs. As Mr. H.'s watch was stopped by the fall it was found that the thirty-three and one-half miles to this point was made in two hours and forty-six minutes, thirty-five minutes ahead of time. After losing about ten minutes he started on again, but Mr. H. soon found that his side was causing him so much pain that he would not be able to complete the distance, so he returned by train. Mr. Smith succeeded in making the hundred miles in nine hours and fifty-two minutes, thus being the first member of the club to win the Traub medal. Mr. Holcombe will make another trial as soon as he recovers from the effect of his fall, when he hopes to better the time made by Mr. Smith."

A KANSAS RECORD GOES.

JUST as we go to press we received news of the breaking of the five-mile State Kansas record by A. J. Henley, of the Witchita Wheelmen. In spite of a heavy track and a header, Henley put the State record at 18.45. The header disabled his racer, and he had to finish on a road machine too large, and loaded with a lamp and tool bag. It is claimed that but for this accident 16.30 would have been made.

RACE MEETING OF THE SAN FRANCISCO BI. CLUB.

On the tenth of September (admission day) the San Francisco Bicycle Club hold a race meeting. The programme will be as follows:

Half-mile dash; one-mile novice (ordinary), no racers allowed; one-mile scratch; one-mile Rover type safeties (record), no medal will be awarded unless a record is established in this race; one-mile club handicap, for members of the San Francisco Bicycle Club only; two-mile handicap; three-mile handicap; five-mile League of American Wheelmen State championship. Entrance fee, $1 each event; 50 cents returned to starters.

UNION RUN.

The energetic Captains of the Boston, Cambridge, Cambridgeport, Somerville, Dorchester and other clubs have decided to get up a grand "Union Run" on Labor Day, in which all clubs of the State are invited to participate. The general plan is as follows: Assemble at Harvard square at 10 A. M., from thence take a run over a route to be decided on later; dinner at the Medford House, Medford, then ride back to Cambridge and have some races on the college track. A game of base ball will also be indulged in between "scrub nines." This, in brief, is the scheme to be perfected in detail and reported on in our next issue. It is hoped that the clubs of the city and State will make this event the means of meeting together and becoming acquainted. Any information will be furnished promptly by addressing Dr. Kendall, 176 Tremont street, or any of the officers of the above named clubs.

PROVIDENCE DOES NOT PROPOSE TO BE "LEFT."

The annual race meet of the Rhode Island Division will be held September 25th, at Narragansett Park, Providence, R. I., and the following list of races will be run: One-mile R. I. championship; one-mile novice; one-mile handicap, open; two-mile safety handicap; one-mile tandem; three-mile handicap, open; one-mile safety; three mile special; one-mile tricycle, handicap; one-mile boys, 18 or under; one-mile team race (3 men each).

The prizes in all events, except the team race, will be gold and silver medals, and we can guarantee that no better amateur tournament will be held this year. I would like this placed among your fixtures. We are to have a big time and we want people to know it.

Geo. R. McAuslan,
Chairman Racing Board.
R. I. Div. L. A. W.

THE EASTERN ROAD CLUB.

As announced in our last issue the meeting of the Eastern Road Club was held at the office of Dr. Kendall, 176 Tremont street, Boston. The clubs represented were the Boston, Cambridge, Massachusetts, Cambridgeport, Dorchester, Newton and Chelsea. It was decided to hold a twenty-five-mile road race on Saturday, the 22d of September. The start will probably be made from the Faneuil House, Brighton, and a committee composed of Perkins, Pillsbury and Forbes will decide and lay out the course. In addition to this team race it is proposed to give a ten or fifteen mile race for both single and tandem tricycles, and the committee on these races is Messrs. Kendall, Pillsbury and Williams. Any one desiring information and particulars can procure same by addressing W. H. Forbes, Secretary, 39 Arch street, Boston, or any of the above named committee men. We would suggest that clubs which are not already in the association should make application at once if they desire to take part in the September event, as the time is limited.

TOURNAMENT AT MINNEAPOLIS.

A meeting of the Minneapolis Bicycle Club was held August 3, and the Racing Committee, consisting of E. J. Hale, Chas. Barwick and Colie Bell, was instructed to see what could be done in regard to holding a big bicycle tournament. The Committee met the next evening at Hotel De Wilbur, with Chas. Barwick, and started the ball a rolling. The races agreed upon will be as follows:

One-mile, novice; one-mile, professional, heats 2 in 3; two-mile amateur, open; one-half-mile, boys 16 and under; one-mile amateur, 3 to class; three-mile amateur, open; one-mile Star, handicap; five-mile club championship; one-mile, 3 30 class; one-mile amateur tricycle, open to Northwest; club team race; one-mile amateur, Rover type safeties; one-mile consolation. The races will be held August 25th, at the Minnehaha Driving Park. The track is a very good one, and will be put in first-class condition for the day of the races. The races are gotten up for the purpose of raising money to build us a track. The Driving Park association made a proposition to the M. B. C., to build a bicycle track inside the trotting track, but this track is too far out of town to suit most of the riders. On August 24th, the night before the races, the boys will have an immense lantern parade. The lanterns will be furnished by the Minneapolis Bicycle Club. Our big exposition opens the 22nd, and the city will be full of strangers.

Vernon.

HARTFORD TOURNAMENT.

At a regular meeting of the club here Tuesday evening, August 14, it was voted to give a lantern parade on Sept. 12, the evening before the races, and the New Britain, East Hartford, and other out of town clubs are invited to take part. The lantern parade was a pleasant feature of last year's tournament, and elaborate plans will be made to insure a grand demonstration next September.

The Racing Committee have been hard at work the last week selecting prizes for the various events. The professionals are offered great inducements in cash purses, and the amateur list of prizes is the best ever offered at a Hartford tournament, among the number being a Columbia Light Roadster bicycle, diamond pin, Colt's sporting gun, traveling bag furnished, fine engravings. The entry blanks will be ready for delivery about August 25th, and can be obtained of Joseph Goodman, P. O. Box 14, Hartford, Conn. Entries will close Sept. 8th.

Mr. Henry Goodman will represent the Hartford Wheel Club at the Buffalo tournament, and will furnish entry blanks and other information regarding the meet.

F. T. Reid, one of the Wheel Club crack riders, made a practice mile on the unicycle, at Charter Oak Park, the past week, in 3 42 1-2 and will probably break the record at time of the tournament.

ILLINOIS DIVISION MEET.

The Illinois Division of the L. A. W. will hold a grand cycling tournament at Cheltenham Beach on Saturday, August 25. There will be no less than seven championship events, including three State, viz., one one-mile, two-mile and five-mile race, for the championship of Illinois.

The Chicago Bicycle Club, Fort Dearborn, Illinois and Lincoln cycling clubs will each give a one-mile race for the championship of their club.

Aside from these races there will be a one-mile novice, two-mile handicap and one-mile handicap, quarter-mile dash from scratch, two-mile race for safety bicycles, and two mile consolation.

This is a programme that has never been equalled in the West. Such speedy men as N. H. Van Sicklen, H. R. Winship, A. E. Lumsden, M. A. Horsford, W. B. Greenleaf, H. W. Fordham, H. E. Loveday, and others will compete. There is not the slightest shadow of a doubt but that this meet will prove the most exciting that it has been the privilege of any of us to see. The medals are far above the average, those for the State championship, three in number, being magnificent gems of the jeweller's art.

Entry should be made to S. A. Miles, of the *Referee*, at 288 Wabash avenue. The officers of the day will be, S. A. Miles, Referee; R. D. Garden, C. F. Stokes, F. E. Gerould, Edwin Oliver, Judges; L. W. Conkling, Starter; Frank Riggs, Clerk of the Course; Captain Frank Yates, E. L. Ferguson, C. E. Randall, Timers. Entries will close August 22d.

There will also be splendid music and dancing in the evening. Lovers of the cycle should not miss this opportunity to have a good time, and witness the closest contested races ever run in the West.

Chas. H. Sieg.

R. TEMPLE VS. FRED WOOD.

From the *Cyclist* we take the following facts in regard to the 1-4 and 1-2 mile match races, between Temple and F. Wood, and in which the "merry little Yankee" beat his man handily. Heavy rains had made the track heavy, and a drizzling rain was falling as the men came up for the quarter mile spurt. "The coin fell in favor of Temple, who took up his position on the inside. At the start the Yankee moved away just in front of his opponent, and at the first turn he was half-a-length to the good. Half-way down the railway side of the track Wood raced level, but the Yankee would not let him get in front. At the bend for home they were riding at a big pace side by side, but when fairly on the straight Temple put all in, and stalling off a fine challenge from Wood, he won amid considerable excitement by half a yard. Time, 40 1-5s."

After half an hour's rest the riders went to the starting place for the second race, the result of which was looked upon as a foregone conclusion for the American. Wood had the inside berth,

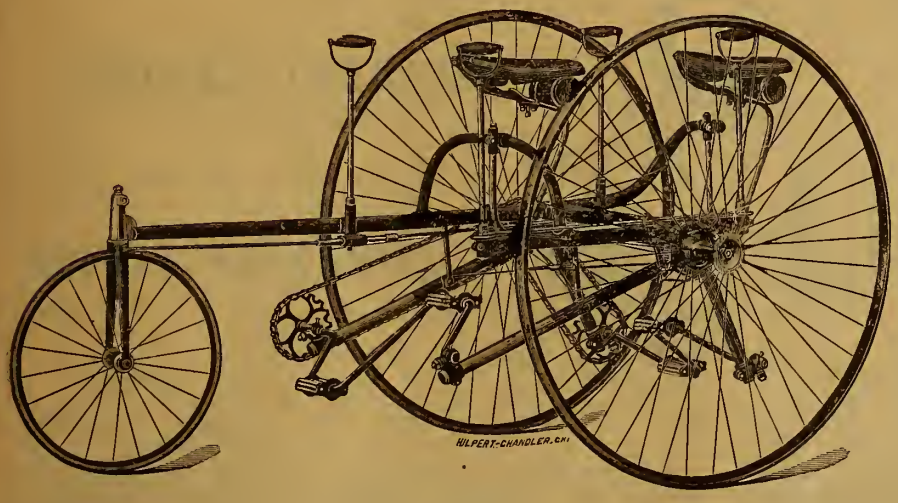
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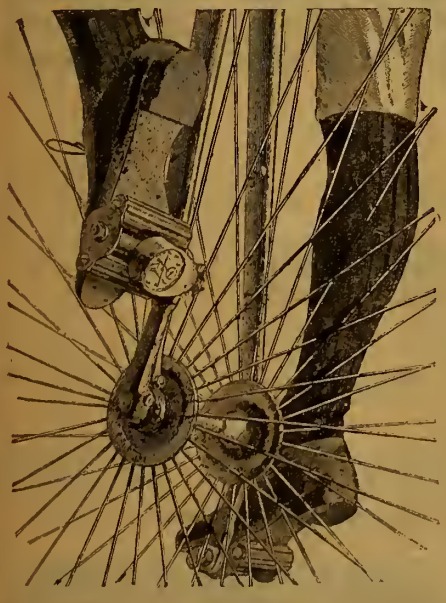
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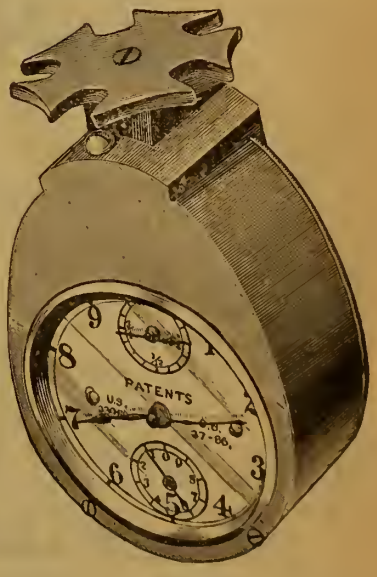


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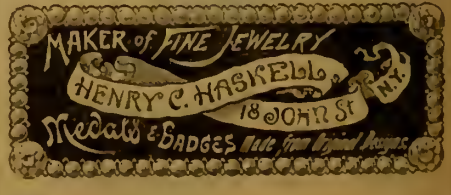
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Correspondence solicited. **KINGSTON KNITTING CO.**



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl st., Boston.

and when the pistol was fired they moved away side by side at a very slow pace. Ultimately the local celebrity settled down half a length in front, and in this order they passed the post the first time, having now one full lap to complete. Halt-way up the hill Temple shot ahead, with Wood hanging on. Along the top stretch the Englishman drew level, and at a rattling pace they came down the hill together, and rounded the bend for home. Here Temple made his effort, and coming along the straight like the shot from a gun, Wood was settled at the stands, and the American won by fully three yards. Time, 1m. 33 2-5s. The winner was loudly cheered, and when he left the grounds half-an-hour later he was again the recipient of a hearty farewell greeting.

MISSOURI DIVISION MEET.

PROGRAMME OF RACES AT KANSAS CITY NEXT MONTH.

THE Kansas City National Exposition Inter-State Bicycle Tournament will be held Thursday, Friday and Saturday, September 27, 28 and 29. The Missouri Division has been invited to hold its annual meet here during races, and Chief Consul Brewster has accepted the invitation. Chief Consul Everest, of Kansas, was also invited to hold its State meet here, as a courtesy, not as a possibility. That, however, will not interfere with a large number of wheelmen from the Sunflower State being present.

As already outlined a banquet will be tendered the visiting wheelmen, a parade held and a picnic lunch at one of the parks, and the photograph taken of the wheelmen. At the next meeting of the United Wheelmen complete arrangements for the reception of visitors will be consummated.

The track will be constructed at once, and will be a quarter mile in circumference. If possible it will be made of clay and gravel. The corners will be raised, The back stretch will be twenty feet in width, and the home stretch will be forty feet in width.

FIRST DAY—THURSDAY.

One-mile Kansas State championship—Championship gold medal.

One-mile boys' race—Silver medal.

One-mile hurdle race, open—First prize, handsome clock; second, gentleman's toilet case.

Three-mile handicap, open, time limit, fifty seconds—First prize, doubled-barreled shot gun; second, pair boxing gloves.

Fancy and trick riding.

One-mile club championship, open only to members of the United Wheelmen—Championship gold medal.

Team race, open to racers, number to be deciden upon, representative of clubs—Prize, silver cup.

SECOND DAY—FRIDAY.

One-mile handicap, open, limit, twenty seconds—First prize, half-carat diamond; second, L. A. W. pin.

One-mile novice, open—First, gold medal; second, silver medal.

Half-mile dash, open—First prize, half-carat diamond ring; second, silver stop watch.

Fancy trick riding.

Three-mile Kansas State championship—Championship gold medal.

Half-mile, hands off, open—First prize, handsome pearl opera glass; second, "King of the Road" lamp.

One-mile Missouri State championship—Championship gold medal.

THIRD DAY—SATURDAY.

One-mile dash, open—First prize, bicycle; second, half carat diamond pin.

One-mile novice, open—First prize, gold medal; second, silver medal.

Fancy and trick riding.

Three-mile Missouri State championship—First prize, bicycle; second, gold watch.

One hundred yards slow, open—First prize, gold headed silk umbrella; second, gold sleeve buttons.

Two-mile lap race, open—First prize, solid gold watch chain; second, gold-headed ebony walking cane.

One-mile consolation—First prize, L. A. W. bicycle suit; second, bicycle cyclometer.

NOTES.

L. S. C. Ladish is Chairman of the Racing Committee. All information in regard to races can be obtained from him. His address is 816 Central street.

Programmes of the meet will be out September 1, containing complete details of meet.

The United Wheelmen's drill corps will give an exhibition on Saturday at track.

If clubs will organize a drill corps and agree to be present with not less than ten men to enter a competitive drill, handsome prizes will be offered. Captains of the clubs correspond with Mr. Ladish in regard to this matter. MENTOR.

BUFFALO TOURNAMENT.

CORRECTED PROGRAMME.

TUESDAY, SEPT. 4TH—FIRST DAY.

Parade in the morning.

Miles.	Classes.	Wheels.	Conditions.
1	Professional,	Tandem,	Open.
1	Amateur,	Bicycle,	Novice.
10	Amateur,	Bicycle,	L. A. W. championship.
1	Professional,	Bicycle,	Handicap—150 yards limit.
1	Amateur,	Bicycle,	3.10 class.
2	Amateur,	Bicycle,	State championship.
3	Profeseional,	Bicycle,	First heat world's championship.
3	Amateur,	Tandem,	Open, road wheels only.
2	Professional,	Rovers,	Handicap—200 yards limit.
3	Amateur,	Bicycle,	Rochester vs. Buffalo, six men each.
1	Amateur,	Tandem Bicycle,	Open.

WEDNESDAY, SEPT. 5TH—SECOND DAY.

Annual meeting New York State Division.

Miles.	Classes.	Wheels.	Conditions.
2	Amateur,	Bicycle,	Novice.
1-2	Professional,	Bicycle,	Open.
5	Amateur,	Bicycle,	State championship.
3	Professional,	Bicycle,	Handicap—450 yards limit.
3	Amateur,	Rovers,	Handicap—200 yds. limit, road wheels only.
1	Amateur,	Bicycle,	Club team race, three men each.
5	Professional,	Tandem,	Handicap—500 yards limit.
5	Amateur,	Tricycle,	L. A. W. championship.
2	Amateur,	Tandem,	Open.
1	Professional,	Rovers,	Handicap—100 yards limit.
1	Amateur,	Bicycle,	Handicap—100 yards limit.

THURSDAY, SEPT. 6TH—THIRD DAY.

Miles.	Classes.	Wheels.	Conditions.
3	Amateur,	Bicycle,	L. A. W. championship.
5	Professional,	Bicycle,	Second heat world's championship.
2	Amateur,	Rovers,	Open, road wheels only.
5	Amateur,	Bicycle,	16.00 class.
1	Professional,	Tandem,	Handicap—100 yards limit.
1-2	Amateur,	Tandem Bicycle,	Open.
1	Amateur,	Bicycle,	Open.
5	Professional,	Rovers,	Handicap—400 yards limit.
2	Amateur,	Bicycle,	Handicap—25 yards limit.
3	Professional,	Tricycle,	Open.
1	Amateur,	Bicycle,	Buffalo city championship.

SATURDAY, SEPT. 8TH—LAST DAY.

BICYCLING WORLD'S 100-mile road race for the championship of the United States, starting from Erie, Penn., at 6 A. M. [Entries to H. E. Ducker. Fee, $1.00; entries close Sept. 6th.—ED.]

Miles.	Classes.	Wheels.	Conditions.
1	Amateur,	Tandem,	Open, road wheels only.
1-2	Amateur,	Bicycle,	Open.
2	Professional,	Bicycle,	Handicap—300 yards limit.
10	Amateur,	Bicycle,	Handicap—850 yards limit.
1	Professional,	Bicycle,	Final heat world's championship.
3	Amateur,	Tandem Bicycle,	Handicap.
2	Amateur,	Bicycle,	6.20 class.
3	Professional,	Tandem,	Handicap—250 yards limit.
2	Amateur,	Bicycle,	Open.
1	Professional,	Rovers,	Handicap—100 yards limit.
2	Amateur,	Bicycle,	Consolation.

There are 11 races each day, 16 for professionals and 28 for amateurs. There are 26 races for bicycles, two tricycles, six tandems, four tandem bicycles, six Rovers. The tandem bicycle race will be the first ever held in this country. There are three half-mile races, 14 one-mile, 10 two-mile, nine three-mile, six five-mile, two ten-mile. There will probably be added one race to each day for deaf mutes only. Entries close August 27th, to Henry E. Ducker, Buffalo, N. Y. Entry blanks on application as above.

NEW ORLEANS RECORDS.

A WEEK ago, J. W. Dodge, of the N. O. Bi. Club, started in to beat the best previous, local 24-hour record of 166 miles. He started at 6 P. M. Saturday, and finished at 6 P. M. Sunday, having ridden 178 miles, cyclometer measure. While Dodge was doing the 24-hour record, R. G. Betts and J. W. Jay, of the Louisiana Club, went in to see what could be done with the

HUNDRED-MILE LOCAL RECORD.

The start was made at exactly 7.32 P. M. At exactly 5.15 A. M., the hands of the cyclometer crossed the 100 mile mark and the century ride was over. The actual elapsed time for the century was 9 hours and 43 minutes, but deducting the four stops of one hour and twenty five minutes the actual riding time was but eight hours and eighteen minutes, excellent time everything considered.

THE BEST LOCAL 24-HOUR RECORD YET.

Just one week from the date of Mr. Dodge's successful assault on the 24-hour record, R. G. Betts, Capt. of Louisiana Club, was sent on his way to see what he could do in 24 hours. The weather was not propitious, it being damp and muggy, and some times it rained hard.

The start was made at 6.20 P. M., Saturday, August 4. The first

stop (30 min.) was made at 9 45, when the cyclometer marked 44 1-2 miles. At 11.25 he stopped 15 min., having made 64 miles. He then rode until 1.10 A. M., with 86 miles to his credit, when he was compelled to wait 60 min. on the account of the exploding of his lamp. The hundredth mile was made at 3.20 A. M., just nine hours after starting. Betts rode leisurely along through the night, and at 6.02 A. M. he had 131 1-2 miles, and at 8.02 A. M. he finished 150 1-2 miles. The rider rested an hour and twenty minutes, and then increased his pace a little and rolled up 168 miles by 10.55. The rain stopped him then and he halted for 45 minutes. At 12.30 o'clock he reached the record made Sunday, the 29th, of 178 miles. Every mile over that would count as ahead of the record. At 2.15 he had ridden 194 miles and rested 40 minutes. The two hundreth mile was made at 3.40. At 5.02 the cyclometer showed 214 1-2 miles. At 6.20, just 24 hours after starting, plucky Betts had ridden 226 1-2 miles. His stops amounted altogether to four hours and thirty minutes, making his actual riding time 19 hours and 30 minutes. This is the longest record made south of the Ohio river, and is good work in any company. In all these records of Dodge, Betts, and Jay and Betts, the American Champion bicycle was ridden. BI.

WHY NOT THE FITCHBURG RAILROAD?

Editor Bicycling World: I would respectfully call your attention to the item in the BICYCLING WORLD of August 3d, on page 279, entitled "Special Rates to Buffalo" for wheelmen wishing to attend the tournament to be held in September. Owing, I suppose, to an oversight, our old friend, the Hoosac Tunnel Route, has not been mentioned. As the Massachusetts wheelmen are aware, they have always carried bicycles free, and it is to-day, I believe, the only road running out of Boston doing so, and do not specify any day or train on which the wheelmen shall travel. They are always welcomed upon this line, and treated courteously by the baggagemen, as I for one can testify, having had numerous occasions to carry my wheel upon its trains. The rates to Buffalo, I am informed, are as low as those offered by any other line, and the General Passenger Agent, Mr. J. R. Watson, has informed me that if the party is large enough they will carry us by special train, free of extra charge, and have baggage cars expressly for our wheels.

The WORLD has always advocated the idea of the wheelmen sticking to their friends, and I would ask if the Fitchburg and West Shore roads are not friends to the boys, having carried their wheels free for years? Yours truly, L. A. W. No. 5527.

MR. HALL ON THE HERKIMER RACES.

Editor Bicycling World: In your issue of July 27, is a letter from Mr. Geo. Nellis, Jr., headed "Messrs. Hall and Wilson at the Herkimer N. Y., Races."

In reply, I beg to state, that Mr. Wilson and self have no complaints to make against the members of the Fort Dayton Wheelmen, but our treatment by the judges was most unfair and unsportsmanlike.

In the three-mile race Mr. Wilson was fouled in the most deliberate manner. Mr. Nellis thinks otherwise, but I was riding directly behind Wilson and saw the foul. I entered a protest against the party who was in fault, but the Judges (the Referee had nothing to say) ruled no foul.

In the mile C. N. Y. championship, Wilson and self were on the programme to start, but Wilson was so badly hurt from his fall in the three-mile, that he could not, and a Mr. Metz, of Utica, entered a protest against my riding.

Again the Referee was silent, and the judges took twenty minutes to think over the matter. In the mean time I had to stand in the wind and sun, while still heated after the three-mile race, and rapidly getting too stiff to even think of riding. Mr. Metz had not started in the three miles and so was not much put out by the delay. Twice during the debate of the Judges, I was informed I could start, and then again told to wait. Finally I told my friend, Mr. Crichton, to remove my wheel to our dressing room, and I left the track. If the Judges decided that I could ride it was their place to have had me informed of the fact, and had I then decided not to start I should have had no cause for complaint, but this they did not do, but started the race before I was fairly in the dressing room.

There was no question in the minds of anyone except the Judges and Mr. Metz as to my being eligible to ride, but as Mr. Metz had no one in the race but myself to fear, it was self evident why he entered the protest.

Both Mr Wilson and self refused to accept prizes already won, as we had gone to Herkimer simply for the championship race.

As for the Fort Dayton Wheelmen being willing to pay our expenses, that is, to quote Mr. Nellis, "bosh." We are not searching for clubs to pay our expenses. We did say we should consult a lawyer as to the advisability of compelling the club to settle, but when cooler, reconsidered the matter. Mr. Nellis states that the club *paid* for all attendants, etc., this I do not understand, for we even paid for our dressing room, the quarters provided being too much exposed to the wind and visitors.

The several "rather strong" paragraphs by Mr. Nellis I will pass over with no further comment, as I do not wish to inflict the readers of the WORLD with correspondence of that character.

In my conversation with my friend, "Wing-Foot," I stated the facts as above, also saying that as we had paid entrance fee for the C. N. Y. championship, and the same had been accepted, I should have been allowed to ride, even if under protest, and matter referred to Racing Board.

"Wing-Foot" being in a rush for a train took his notes rapidly, and undoubtedly misunderstood me as regards the return of any entrance fees, as we did not ask for same. The treatment I complained of was that of the Judges, *not* the members of the club, who in justice to them I must say used us well. Yours truly,

H. J. HALL, JR.

WINDLE TAKES THREE RACES.

RICHFIELD SPRINGS, N. Y., August 15, 1888.—W. W. Windle, of Lynn, Mass., won the half-mile open, the three-mile record and the one-mile dash in the Waiontha Bicycle Club's tournament at the driving park to-day.—*Associated Press.*

THE SPRINGFIELD BICYCLE CO.

WE believe that the firm, the name of which heads this article, is the very youngest in the select family of manufacturers in this country, we were therefore very glad to accept an invitation from Messrs. Yost and McCune to take a trip to Worcester and look through their factory in that city. In connection with this subject we know it will be a matter of interest to state that the Springfield Bicycle Co. have purchased a valuable factory property, located at Newton Highlands, Mass., a distance of about eleven miles from Boston. An expensive and special plant has been contracted for, and is now being placed in position, so that by the first of October it is expected the new factory will be in operation. It is, however, the intention of the company to continue to manufacture at their factory in Worcester for some time to come, or until such time as the capacity of the factory at Newton Highlands is made equal to the present large demand for this machine.

We can scarcely call our visit to the factory at Worcester an "inspection." It took more the form of a "scamper" through the well appointed shops, in fact former similar experiences had shown us the utter impossibility of giving very particular details. One thing did impress the writer, and that was the fact that thoroughness and system were on every hand apparent.

Having been turned over to a "Guide" we entered first the blacksmith shop, in which were found the drop forges for the heads, levers and gearing parts of the machines, and here also were the brazing forges. There is always a certain fascination to us in the workings of the trip hammer. The powerful manner in which it bites and cuts into form, is one of the operations we never tire of watching. This shop presented the busy appearance of a miniature Hades in full blast, and as the simile presented itself to our minds we concluded to lead a better life for fear our experience hereafter might be passed in the midst of the "only original" Hades of the Good Book.

We cannot tarry here, and so we pass on and find ourselves in the room where the rough forgings are partially perfected. After watching the work for some minutes, we started on and came into the polishing room where the sparks flying from the emery wheels and from straps, were rather too numerous and gritty for our unaccustomed and unprotected eyes.

In this room we were shown a unique machine made specially for boring the rims and the hubs. A rim is fastened firmly in place and the machine is started. It works automatically, and bores the holes all round the rim, and then when the regular number of holes have been made the machine stops of itself and waits for the bored rim to be taken off and another put in. We were told that this machine did not have its duplicate in the country, and certainly we have never seen one before. Time was pressing and we had so much yet to see. The machine shops, with the many lathes and shaping machines had to be hurried through.

Responsible inspectors are employed and every machine in part and in whole has to go through a "competitive examination," so to speak, before it can enter upon its mission of pleasure and usefulness in the hands of its new owner.

It speaks well for the Springfield Bicycle Co. to say that they have had hard work to catch up on their orders. They are now in position to be able to fill all demands promptly, and with their increased facilities at their new factory at Newton Highlands there will be no trouble in the future as to their ability to meet the increasing demand for their now deservedly popular machine.



LEAGUE HEADQUARTERS:
12 Pearl Street, - - . - Room 27.
ABBOT BASSETT, Secretary.

NOT nearly all the States published their election laws this year. We trust that all such have held elections and that no State will default. It would be awkward should a State find itself without officers.

A CHIEF CONSUL'S position will be no easy one in the future, under the new rules. Much of the work that has been heretofore done by the National organization will hereafter come upon the States, and the Chief Consuls will have to conduct it. There will be no lack of funds for use, for the States will have the lion's share of the money paid in, and they should give good report of it.

THE Special Committee whose duty it is to prepare new by-laws for the League will meet at Buffalo, September, 7th. They invite suggestions from League members and all such will receive due consideration. Now is the time for those who have ideas regarding League management to say an effective word. Address communications to Charles H. Luscomb, Esq., 280 Broadway, N. Y.

BY this time each State Division should have chosen its Board of Officers, and it is only necessary to elect the delegates to the National Assembly in order to complete the organization of the League under the new Constitution. Each Division Board of Officers must hold a meeting during the month of September and elect one delegate for each two hundred members upon its roll on September 1st. The list of names published this week will qualify August 31, and those who come later than this week cannot be counted in estimating the representation of States.

THERE should be some provision in the League rules for transfering a man from one division to the other. Mr. Blank lived in California during January. He renewed from that place, and California received the portion of his fee that she was entitled to. In March he moves to Massachusetts. He desires to be transferred to Massachusetts for he will ride over her roads and he wants a road book that the state has issued, but Massachusetts has received no money from him, and she hesitates to present him with road book, and other favors and California is anxious to count him in estimating her quota of Representatives, but she cannot do so, for this quota is based on "resident" League members. In a few words, a man who moves is a man left out in the cold. He cannot vote, he cannot draw perquisites, he cannot hold office. Wouldn't it be well to get him under cover?

THE Secretary has prepared and caused to be printed what may be called a "Recruiting Circular." The question often comes to us, as it no doubt does to many another League member, "What are the advantages of membership in the League," and this circular undertakes to answer the question and point the way to membership. Packages of these circulars have been sent to the several Chief Consuls, from whom they may be obtained by those who are willing to place them where they will benefit the League. Representatives and Consuls in every State are earnestly requested to draw up lists of men who are likely to be persuaded to membership and send the same to the Chief Consuls of their respective States, that a circular may be forwarded. Members who desire to do a little missionary work will do well to forward lists of this kind. In the outlying districts and in States where there is no Chief Consul the list may be sent to this office.

ONCE again the courts have emphatically pronounced the cycle to be a vehicle, and entitled to all the rights on the highway that any other vehicle has. This time it is in Providence, R. I. The case was that of William H. Leavitt. He complained in the name of the State against Patrick H. Collins, an expressman. On July 30, while riding on Broad street with two other wheelmen, Leavitt saw Collins driving toward him. The expressman was 300 feet away, and on the left side of the road. Four danger signals were given by Leavitt, but Collins drove on, crowding Leavitt into the gutter, exclaiming, "D—n you, get out of the way or I'll run over you." Leavitt then ran into the gutter, and was struck by Collins' wheel, breaking three fingers of his left hand. B. Y. Bruce, a safety rider, was there, and overhauling the expressman, obtained his number. The three wheelmen told the same story in court, and then came the test motion. Rathbone Gardner, for Collins, moved for a dismissal on the ground that the statutes defined what kind of carriages should travel on the road, and quoted from Webster to show that a bicycle was not a vehicle. Judge Cooke overruled the motion, first by saying that Webster died before a bicycle was invented and came into use, secondly that a bicycle was a vehicle, and third that the statutes said "a carriage or any vehicle." The defence then attempted to prove that the reason they did not go to the right of the road, was because a horse car, a carriage of some description and a bicycle were in the middle of the road, and Collins produced two men who were on the express team with him at the time to sustain his story, but they contradicted him materially, and one said that if he had had the reins he would have done differently. Judge Cooke imposed the full full penalty of the law in his court, which is $5 and costs, but Sec. 2 of Chap. 66 affords Leavitt full satisfaction, as it says that whoever wilfully neglects to seasonably drive to the right out of the centre of the road, "shall be liable for the damages sustained in consequence of any neglect to comply with said provisions." This makes Collins responsible for Leavitt's doctor's bill, the injury to the bicycle, and the loss of wages. The decision gives the bicyclists of Rhode Island all the rights accorded to any horse owner.

New York Division.

The Annual Meeting of the New York State Division will be held at Buffalo, September 4th and 5th. The general business meeting of the Division will be held September 4th, at 8 P. M. at the Genesee House, Buffalo, N. Y.

All members are requested to be present, as a full attendance is desired.

G. R. BIDWELL.
Chief Consul.

New York Division.

The Annual Fall Meeting of the New York State Division Board of Officers will be held at the Genesee House, Buffalo, N. Y., in the evening of September 4th, immediately after the adjournment of the general business meeting of the Division.

GEO. R. BIDWELL.
Chief Consul.

Missouri Division.

In response to a very cordial invitation from the United Wheelmen of Kansas City, the Fall meeting of this division will be held in that city September 27th, 28th and 29th, in connection with the Exposition Inter-State Bicycle Tournament. The arrangements will be in the hands of the United Wheelmen, and the programme will be announced later. All the members of this division are requested to note the above dates and make their arrangements to attend the meeting.

Fraternally,
W. M. BREWSTER.
Chief Consul.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Jamaica Cycle Club, Jamaica Plain, Mass.—Wm. A. Mosman.

Chelsea Cycle Club, Chelsea, Mass.—John B. Seward.

Hyde Park Rambler Bi. Club, Hyde Park, Mass.—Theodore Walter.

Capital City Cycling Club, Springfield, Ill.—Waldo S. Reed.

Roxbury Bicycle Club, Roxbury, Mass.—Irving E. Moultrop.

Cambridge Bicycle Club, Cambridge, Mass—George A. Perkins.

ABBOT BASSETT,
Secretary.

To Members R. I. Div. L. A. W.

If members of the Division, who intend visiting Buffalo, will notify me as soon as possible, I will furnish them full particulars in regard to trains, transportation of wheels, tickets etc.

On page 300, BICYCLING WORLD, August 10, is a list of first class Hotels, and members can make their own Hotel arrangements.

It is necessary that I should know the number of members that will attend, also those who intend carrying wheels.

Reduced rates are only obtained from Boston, and sleeping car arrangements must be made previous to date of starting.

Fraternally,
CHAS. S. DAVOL, C. C

Maryland Division.

The annual business meeting of this Division will be held at 8.30 P. M. on Friday, August 31st, at the Townhall of Arlington, Md. All members of the L. A. W. in Maryland are earnestly requested to assemble with hub-lamps, if possible, at the Tower on Druid Lake, in Druid Hill Park, promptly at 7.30 P. M. From this point the entire Division will wheel in a body to Arlington (3 miles.) Our annual meeting this year promises to be one of unusual interest, and every member should make it a point to be present. For the first time since our organization, the new officers will be installed in an open meeting. A new Constitution and By laws will be submitted for adoption, reports will be received from the League Meet Committee, Chief Consul and Secretary-Treasurer, all of which will be of much interest to the Division at large. Other than the above, there is much business of importance to be transacted, and each member in the State should feel it his duty to be present and lend his voice and vote on all matters, calculated to further the interests of the Wheelmen in our midst.

Fraternally,
A. E. MEALY
C. C. Maryland. Div.

Massachusetts Division Meet.

The annual meeting of the Massachusetts Division was held in Town Hall, Cottage City, August 2, at 9.30 A. M., Chief Consul Hayes presiding. In the absence of Secretary Lawton, Mr. A. W. Robinson was chosen Secretary *pro tem.*

The Chief Consul made a brief verbal report.

The Secretary's report was presented and contained the following statistics:

Membership, including List No. 149		1152
District 1	412	
Distr ct 2	221	
District 3	118	
District 4	131	
District 5	111	
District 6	157	
Non	2	
		1152
Receipts to date, August 1	$1607 53	
Expenditures	1374 10	
Balance on hand	$233 45	

The following amendments to the Constitution were passed. These are made merely to make the Division Constitution consistent with the National:

Art. 11. After the word Consul in second line insert "Vice Consul."

Art. 14. Substitute "fifteen" for "twenty-five" in second line.

Art. 5. Substitute "June" for "March" in seventh line.

The next business in order was the election of a Secretary-Treasurer, and on motion of Dr. Emery the secretary pro tem. was ordered to cast one ballot for Mr. Sanford Lawton, and he was declared elected. Mr Bassett moved that the road book be presented free to every person joining the Division, until the present edition is exhausted, reserving 150 copies only for official use. Carried.

Mr Bassett moved that the Committee on Rules and Regulations consider the expediency of framing a rule whereby a member of another Division, taking up a residence in Massachusetts, shall be admitted at once into the Division on paying a proper fee to the Division. Carried.

Mr. Bassett moved, that the thanks of the Division be tendered to the Martha's Vineyard Club for their hospitalies and that the Secretary be directed to notify them of this vote. Carried.

On motion of Dr. Emery, the meeting was adjourned.

ARTHUR W. ROBINSON.
Secretary Pro Tem.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 152—Total 63—11,022.

BOSTON, Aug. 17, 1888.

ARKANSAS—1—11.

Arkansas Travellers C. C.
20276 Davison, F. M., Little Rock

CALIFORNIA DIVISION—1—379.

Oak Leaf Wheelmen.
20235 Preble, H. T., Stockton

CONNECTICUT DIVISION—5—442.

Unattached.
20259 Holmes, Fred W., Bristol
20260 Sickles, Chas. H., 73 Church st., Hartford
20261 Bushnell, Clarence., Ivoryton
20223 Todd, Edw. A., 37 Howe st., New Haven
20277 Bird. C. H., Bethlehem

DISTRICT OF COLUMBIA DIVISION—1—130

Unattached.
20278 Benton, Wm. H., Coast Survey. Washington

ILLINOIS DIVISION—7—680.

Peoria Bi. Club.
20246 Gift, Chas. H., Globe Mills, Peoria
20247 Seaton, Chas. A., 1013 State st., Peoria
Rockford Cycle Club.
20263 Waterman, H. F., 601 So. Third st., Rockford
20264 Dever, H. A., 202 E. State st., Rockford
Unattached.
20262 Moore, John W., 508 W. Wash. st., Bloomington
20239 Johnson, W. J. O., Taylorville
20279 Miller, Lewis S., 507 E. Wash. st. Springfield

KANSAS DIVISION—3—142.

Ottawa Wheelmen.
20236 Grabendike, Less. E., Ottawa
Unattached.
20265 Osborn, Jas. D., Baxter Springs
20224 Frampton, R. M., care Sash Factory. Topeka

LOUISIANA DIVISION—2—50.

L. C. C. and N. O. B. C.
20221 Johnson, Geo., Jr., 129 Race st., New Orleans
La. Cycling Club.
20220 Hobson, Wm. E., 410 Carondelet st., "

MAINE DIVISION—1—124.

Skowhegan Wheel Club.
20260 Dow, Fred C., Skowhegan

MARYLAND DIVISION—4—432.

Unattached.
20237 Macneal, J. Burgess., 34 S. Calvert st., Baltimore
20268 Oppenheim, J. A. 1523 Linden Ave., "
20267 Oppenheim, Eli., 1523 Linden Ave., "
20280 Parlato, Charles E., 1905 Linden Ave., "

MASSACHUSETTS DIVISION—3—1176.

Unattached.
20225 Kerrison, J. C., Herald. Boston
20222 Powers, John T., Jr., 128 W. Concord st., "
20226 Phillips, Henry M., Wrentham

MICHIGAN DIVISION—4—331.

Flint Wheelmen.
20227 Jeffers, Eli S., care S. B. & Co. Flint
Unattached.
20248 Lathrop, W. W., 407 Clinton st., Jackson
20228 Benedict, W. I., Pontiac
20281 Monaghan, C. C., Ann Arbor

MISSOURI DIVISION—1—324.

St. Louis Cycle Club.
20269 Blake, Chas. H., 421 N. 3rd st., St. Louis

NEW YORK DIVISION—8—2301.

Geneva Bi. Club.
20230 Catchpole, Edw. A., Box 52, Geneva
Kings Co. Wheelmen.
20270 Chambers, M. C., 230 Hooper st., Bronklyn
20282 Smith, C. E., 477 Putnam Ave., "
Unattached.
20249 Cowden, Wm. A., Attica
20238 Foster, Fred D., Box 2073. Batavia
20250 Ewer, Edward., 650 Lorimer st., Brooklyn
20251 Hawxhurst, F. S. K., 309 Manhattan Ave., "
20252 Watt, A. K., 1102 Bergen st., "

OHIO DIVISION—1—877.

Wellington Bi. Club.
20240 Barrup, Jason., Wellington

PENNSYLVANIA DIVISION—18—1384.

Alert Bi. Club.
20231 Hutchison, W. L., Hazleton
20257 Kellmer, G. W., "
Lanc. Bi. Club.
20274 Burger, John A., Jr. Lancaster
Philadelphia Bi. Club.
20283 Bournonville, Antoine., 139 So. Front st., Philadelphia
Wilkes Barre Bi. Club.
20253 Dodge, W. F., Wilkes Barre
20254 Trembath, W. J., "
Unattached.
20255 South, C. M., 294 Federal. Allegheny
20241 Lindsay, Chas., Braddock
20242 Weihe, Albert., Connellsville
20243 Weihe, H., "
20256 Slocum, J. P., 126 W. 5th, Erie
20271 Leinback, F. D., Denver
20272 Kline, Chas. A., Manheim
20273 Stauffer, H. C., "
20244 Bailey, G. T., Box 557. Pittsburg
20245 Morrow, M. E., Leader. "
20275 Trewin, F. W., 2802 Poplar st., Philadelphia
20232 Jamison, Sam'l, 2023 Federal st., "

RHODE ISLAND DIVISION—1—239.

Unattached.
20258 Richardson, L. D., City Hall. Providence

VIRGINIA DIVISION—1—104.

Unattached.
20233 Sherman, E. B., Lynchburg

WEST VIRGINIA DIVISION—1—35.

Unattached.
20234 Platt, Harry M., Parkersburg

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

City and State,

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $1.00; in April, May or June, enclose $1.75; in July, Augus, or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

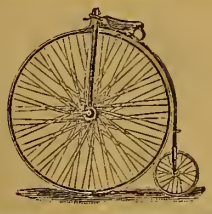


An Illustrated Story in 6 Chapters.—Chap. 4, The Parade (at Buffalo.)

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

WHEELMEN!

The Hoosac Tunnel Route

Has made the following low rates of fare to Buffalo and Return, for those wishing to attend the Tournament, Sept. 4th, 5th, 6th and 8th.

From Boston,	$10.65	From Greenfield,	$8.49
" Providence,	10.81	" Fitchburg,	9.97
" Worcester,	9.71	" North Adams,	7.47

☞ BICYCLES CARRIED FREE.

Express trains leave Boston 8.30 A. M., *3.00 P. M. and *7.00 P. M.

* DAILY, SUNDAYS INCLUDED.

Palace Sleeping Cars---Boston to Buffalo without Change.

Tickets will be on sale Sept. 3, 4 and 5, and good for return passage 10 days from date of sale. Particular attention will be paid to the care of wheels. Special baggage cars attached to all express trains.

Berths reserved any length of time in advance upon application to the undersigned.

For further particulars apply to the Company's office, 250 Washington St., or Passenger Station, Causeway St., Fitchburg Railroad.

J. R. WATSON, Genl. Pass. Agent.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

SECOND-HAND BICYCLES, AT BOSTON.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Price
319	57	Humber Racer	Painted	Ball	4	$25.00
347	40	Youth's Challenge	Painted	Parallel	4	20.00
396	54	Expert Columbia	C	Ball	4	80.00
402	42	L. R. Columbia Safety	D	"	2	70.00
404	56	Expert Columbia	A	"	1	105.00
413	40	Standard "	B	Parallel	4	35.00
415	54	Columbia Direct Spoke L. R.	C	Ball	3	80.00
430	50	Expert Columbia	C	"	1	110.00
434	53	Columbia Light Roadster	H	"	1	110.00
442	53	" " "	K	"	3	100.00
444	52	Expert Columbia	A	"	2	110.00
448		R. D. Whippet Safety	Enameled	"	2	100.00
440		" Keen Safety	"	"	2	90.00
457	46	Standard Columbia	F	"	1	60.00
458	46	" " "	B	"	1	60.00
459	38	Columbia Safety	D	"	1	90.00
465	52	Expert Columbia	A	"	3	95.00
472	40	Expert Columbia	D	"	3	75.00
479	53	Columbia Light Roadster	K	"	1	110.00
484	57	Columbia Light Roadster	K	"	2	95.00
491	50	Expert Columbia	A	"	1	105.00
492	52	" "	D	"	3	85.00
493	54	" "	Painted	"	3	85.00
495	38	Ideal	"	Globe	2	25.00
499	52	Expert Columbia.	D	Ball	3	90.00
508	50	Premier	Painted	Ball	4	40.00
509	50	Expert Columbia	Freshly Painted	"	3	80.00
501	53	Columbia Light Roadster	K	"	3	80.00
502	52	Expert Columbia	D	"	2	95.00
505	54	Standard Columbia	Nickeled and Painted	"	3	60.00
508	52	Club	Painted	"	3	50.00
513	50	Club	"	"	3	45.00
514	52	Expert Columbia	D	"	3	75.00
516	44	Standard Columbia	Painted	Parallel	4	30.00
518	46	Standard "	Freshly Painted	Ball	3	30.00
519	46	" "	"	Cone	4	25.00
522	52	Club	Painted	Ball	3	55.00
526	52	Volunteer Columbia	K	"	2	90.00
528	46	Standard Columbia	Painted	Parallel	2	40.00
531	54	Columbia Light Roadster	H	Ball	1	125.00
532	44	Standard Columbia	Painted	Cone	4	20.00
534	44	Recruit	"	Plain	1	40.00
535	48	Standard Columbia	B	Ball	1	75.00
537	54	Expert Columbia	Nickeled and Enameled	"	3	85.00
538	50	Columbia Semi-Roadster	D	"	3	55.00
540	52	Expert Columbia	D	"	3	90.00
541	48	Victor	Enameled	"	3	85.00
542	54	Expert Columbia	A	"	1	115.00
543	40	Standard Columbia	G	"	1	55.00
545	56	Expert "	D	"	2	85.00

RUDGE DEPARTMENT, AT BOSTON.

1	48	Expert Columbia	Enameled	Ball	3	$85.00
2	42	Standard Columbia	Painted	"	5	35.00
4	50	Rudge Roadster	Enameled	"	3	75.00
5	50	" " "	"	"	4	75.00
8	50	Rudge Light Roadster	"	"	2	100.00
10	50	British Challenge		"	2	75.00
15	52	Rudge Light Roadster	"	"	3	95.00
19	52	British Challenge	"	"	3	70.00
21	53	Rudge Light Roadster	"	"	2	100.00
26	56	Rudge Light Roadster	Enameled	Ball	3	90.00
29	56	Invincible	"	"	1	90.00
31	58	Rudge Light Roadster	"	"	2	100.00
32	54	" " "	"	"	3	95.00
33	55	" " "	"	"	4	90.00
34	53	" " "	"	"	2	95.00
39	48	" " "	"	"	1	110.00
40	54	" " "	"	"	1	120.00
41	56	" " "	"	"	1	120.00

SECOND-HAND TRICYCLES, AT BOSTON.

No.	Class.	Condition.	Gear.	Price
254	Columbia Two-Track	3	48	$100
277	" Gentlemen's Roadster	3	52	90
278	" Light Roadster	2	47	125
283	" Ladies' Two-Track	1	44	135
285	Columbia Tandem	2	47	200
286	" "	2	47	200
287	" Light Roadster	2	47	130
288	" Gents' Roadster	3	52	95

RUDGE DEPARTMENT, AT BOSTON.

2	Crescent Tandem	1	54	$225
3	" "	1	54	225
4	Humber "	2	54	200
5	Humber Tandem	1	54	215
6	Cripper Tricycle	2	54	125
9	Crescent Tricycle	1	54	150

No. 1, only shopworn. No. 2, condition denotes scarcely used, and as good as new. No. 3, tires and bearings in very good condition; finish slightly worn. No. 4, tires and bearings showing wear, and finish marred. No. 5, tires, bearings, and finish considerably worn.

CLASSIFICATION OF FINISH.

A Every part nickeled. **B** Felloes painted, balance nickeled. **C** Felloes and spokes enameled, balance nickeled. **D** Perch, forks, felloes, and spokes enameled, balance nickeled. **E** Perch, forks, and felloes enameled, balance nickeled. **F** Perch, forks, steering-head, felloes, and spokes enameled, balance nickeled. **G** Perch, forks, and felloes painted, balance polished. **H** Felloes enameled, balance nickeled. **I** Wheels enameled, balance nickeled. **K** Perch, forks, and wheels enameled, balance nickeled.

SECOND-HAND BICYCLES, AT CHICAGO.

Any machine in this list can be ordered at our Boston office, 79 Franklin Street, and delivered at, or shipped from, our Chicago office.

No.	Size.	Class.	Finish.	Bearings.	Condition.	Price
1	42	Columbia Safety	Enamel	Ball	2	$90.00
3	46	" Standard	"	"	3	35.00
4	48	" "	"	"	3	25.00
5	49	" Light Roadster	"	"	2	90.00
6	50	" Expert	"	"	2	85.00
7	51	" Light Roadster	1-2 Nickel	"	2	95.00
9	54	" Expert	Nickel	"	2	85.00
10	54	" Standard	Enamel	"	1	50.00
11	54	" Expert	"	"	2	85.00
13	50	" "	"	"	2	90.00
14	59	" "	"	"	2	90.00
15	56	" "	Nickel	"	3	80.00
17	58	" Expert	Nickel	"	2	75.00
18	58	" "	"	"	2	75.00
20	60	" D. S. Lt. Roadster	1-2 Nickel	"	1	60.00
21	56	" Expert	Enamel	"	3	70.00
22	52	" "	"	"	2	75.00
23	52	" "	1-2 Nickel	"	2	90.00
25	49	" Light Roadster	Enamel	"	2	95.00
26	55	" "	"	"	2	90.00
27	55	" "	"	"	2	95.00
28	51	" Expert	Nickel	"	2	80.00
30	54	" Light Roadster	"	"	2	95.00
32	55	" Expert	Enamel	"	3	95.00
33	54	" "	1-2 Nickel	"	2	90.00
34	50	" Light Roadster	"	"	2	90.00
39	51	" Expert	Enamel	"	3	75.00
38	54	" Light Roadster	1-2 Nickel	"	2	90.00
41	42	Columbia Standard	Enamal	"	2	30.00
42	54	" Expert	Nickel	"	2	95.00
43	51	" Light Roadster	1-2 Nickel	"	2	100.00
44	50	" Expert	Enamel	"	1	95.00
48	55	" Light Roadster	Enamel	"	2	95.00
49	54	" Expert	"	"	2	80.00
50	52	" "	Nickel	"	3	80.00
52	54	" Volunteer	Enamel	"	2	85.00
53	52	" Standard	"	"	3	35.00
54	52	" Expert	"	"	2	90.00
55	58	" "	1-2 Nickel	"	2	75.00
57	50	Royal Challenge	Enamel	"	3	45.00
58	52	Royal Premier	"	"	2	75.00
59	52	Victor	"	"	2	80.00
61	56	Premier	"	"	3	60.00
62	56	Extraordinary Challenge	"	"	1	60.00
63	56	Rudge	1-2 Nickel	"	2	55.00
64	50	Victor	Enamel	"	2	85.00
65	56	Premier	"	"	3	45.00
67	45	Star	"	"	1	95.00
68	50	Apollo	"	"	3	95.00
70	50	American Challenge	Enamel	"	2	40.00
71	54	Harvard	"	"	2	60.00
73	42	Ideal	"	Parallel	3	20.00
74	46	"	"	"	2	25.00
75	50	Victor	"	Ball	2	70.00
76	54	Spalding	"	"	2	75.00

SECOND-HAND TRICYCLES, AT CHICAGO.

No.		Make.	Bearings.	Condition.	Price.
78	1	Columbia Three-Track	Ball	2	$50.00
79	1	" Two-Track	"	2	100.00
80	1	" Ladies' Two-Track	"	2	110.00
81	1	" Racing, '80 pattern	"	1	50.00
82	1	Quadrant	Ball	2	90.00
83	1	Ranlagh Club	"	2	75.00
84	1	Coventry Rotary	"	2	65.00
85	1	Columbia Tandem	"	2	210.00

CONDITION—No. 1, only shopworn. No. 2 condition denotes scarcely used, and as good as new. No. 3, tires and bearings in fairly good condition; finish marred.

Any of the above machines will be sent on approval if freight charges both ways are prepaid.

POPE MFG. CO.,

COLUMBIA BICYCLES AND TRICYCLES.

79 Franklin, corner Arch Street, Boston, Mass. RUDGE DEPARTMENT—152 Congress Street, Boston.

Chicago Office, 291 Wabash Ave.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 24 AUGUST, 1888.

Volume XVII.
Number 17.

Topeka, Kansas, July 17th, 1888.

Overman Wheel Co., Boston, Mass.:

Gentlemen--I have just returned from a two hundred mile jaunt through Central Kansas on my '88 pattern VICTOR.

I have examined it carefully since returning, and do not find a point about it that needs attention or adjusting.

I never once used a tool on it while out, or adjusted a bearing, not even the head, and my wheel is perfectly quiet, although the greater part of the road was very hard and rough, and jarred the wheel very much.

I did not spare the wheel at all, as I kept the saddle on all occasions, both up and down all the hills, and in every rough place.

I cannot find a point in the 1888 VICTOR to criticise, and that is saying considerable about a wheel for me.

Yours very truly,

WM. TAYLOR,
Rep. Kan. Div., L. A. W.

SPECIAL.

All Advertisements in this Department 20 cents a line.

SPALDING RACER, 56-inch, in perfect order; holds L. A. W. N. Y. S. Championship, 1886. Cost $140; $60 gets it. BROWN, RHEUBOTTOM & CO., Weedsport, N. Y.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

GREAT BARGAINS—Rudge Crescent Tandem, new last year; in excellent condition; $140 cash. Columbia Tandem, new last fall; in excellent condition; $175. Bicycles from $25 to $100. Send for list. The above Tandems to be sold before Sept. 1st. WHITTEN & CO., Providence, R. I.

FOR SALE—New Columbia Light Roadster Tricycle, $130. New 55-inch Columbia Light Roadster Bicycle, $100. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

TRAVELER TANDEM, in good order; cost $250; $100 buys it. BROWN, RHEUBOTTOM & CO., Weedsport, N. Y.

BARGAINS IN BICYCLES. 50-inch Springfield Roadster, A1 condition, $55.00. 52-inch Rudge racer, A1 condition, $30. 56-inch enameled Expert, A1 condition, $65. 56-inch enamelled Expert, almost new, $80. 50-inch nickeled Expert, $50. Rudge Safety, triangle form, $75. 51-inch Special Star, nearly new, $80. 59-inch Columbia Light Roadster, $85.00. Address C. A. TITCHENER, Binghamton, N. Y.

FOR SALE—Second-hand Columbia Expert Bicycles, 54, 56, 58 and 60-inch, in excellent form; Columbia Tricycle, 2d-hand; Victor Bicycle, 2d-hand; New Rapid, 57-inch, 2d-hand, with ball head. For prices and description address at 6 East Fourth st., the CINCINNATI BICYCLE CO., A. A. Bennett, Proprietor.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.

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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, Gymnasts and Bathers, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.* Price, $1.00.—Will send by mail on receipt of price. Send size of Waist and Hip. Send for illustrated Catalogue and Price List.

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What a hurrah there is over the September tournament!

We must wade in stream up to the arm-pits, and catch the trade in Bicycling Uniforms that belongs to us. Doesn't it belong to us?

The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

Why shouldn't we? The railroads of this country, the crack military associations, the crack cadets, the crack bands get us to make their uniforms. It comes as natural to us to make good uniforms as if we did nothing else.

But we do do something else. We make the best everyday clothing and fine clothing in the country. If you sent to us for a Full Dress Suit for a wedding we could send it at a half-hour's notice. Or, a Suit to mountain-climb in.

The whole clothing business is at our finger-ends.

That's why we make the best Uniforms. Send your order along.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—One S. S. Tricycle; lamp, bell and tools. Price $80. One latest Marlboro' Tandem; good as new. Price $190. E. P. BURNHAM, Park street, Newton.

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56-INCH Royal Mail; full nickel; first-class condition; King of the Road hub lamp, cyclometer, luggage carrier and bell; everything complete. $90. W. R. SANDERS, Pavilion, N. Y.

WANTED—First-class 50 and 56-inch Bicycle, second-hand. Columbia preferred. Address W. W. ALLEN, Burton House, Hurley, Wis.

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$65 WILL BUY a 54-inch Victor Roadster, in good condition. Apply at once to FRANK S. HEARD, Hagerstown, Md.

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FOR SALE—One New Rapid Safety Bicycle, entirely new. E. C. RICE, Port Deposit, Md.

FOR SALE—50-inch Oxford, $45; 52-inch Rudge, $55; 54-inch British Challenge, $40. A. J. KOLP, Scranton, Pa.

STOLEN.

VICTOR SAFETY, No. 191, 1887 Pattern.

Had no mudguard and foot rests. The frame on Saddle was broken. Liberal reward paid for its return. Address **HERBERT STAPLETON,** 121 West Water street, Milwaukee.

BUFFALO

World's Tournament

Entries Close,

AUGUST 27th.

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Complete Electric Bell Outfit.

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I am selling the best outfit in the market. One improved nickel plated Bell, one cell Leclauch Battery, 75 feet best office wire, push button, staples, and complete instructions for putting in operation. Packed in neat box, with sliding cover. Sent on receipt of price.

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Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, ESQ.:
Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning: I am well pleased with it, as it fully comes up to my expectations. Yours very truly,
W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

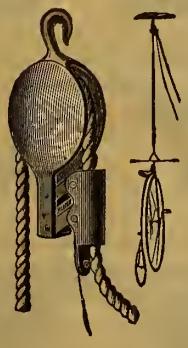
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Cut 1-4 size.



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires.

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Price $1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO.,
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Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for $1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston.

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Are you going to Buffalo? If so you will want a pack of these cards.

Attention.

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"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

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The book has 244 pages of letter press, and is beautifully illustrated.

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To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

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TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

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L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

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All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

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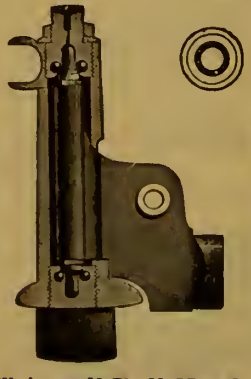
Not a Broken Backbone Last Year!



The New Mail is having a remarkable demand.

A SUPERB LIGHT ROADSTER.

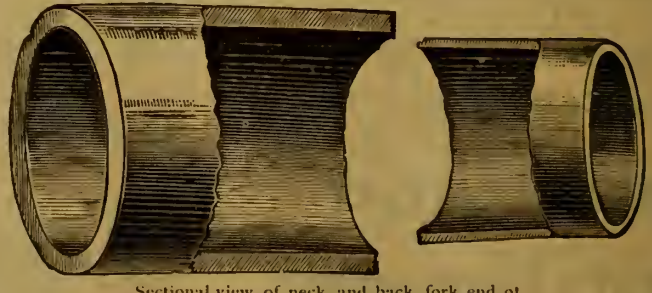
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Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.

Specialties Found in No Other Wheel.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give us YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 24 AUGUST, 1888.

EVERY voluntary organization is a law unto itself. It can make and unmake laws at its pleasure. We fail to see, therefore, the point of the *Wheel's* argument when it declares the new Constitution to be "unconstitutional."

THE American team has arrived in this country, and we are advised by Manager Morgan that he is ready to make satisfactory terms with clubs and associations which may wish to have the members of the International championship team appear at their race meetings. See advertisement in another column. All communications should be addressed to "Senator" Morgan, care of this office.

AND now the *Athlete* takes a fling at the new Constitution, and gives what it calls the "inside history" of the Constitution's birth. Here is the "inside history" as given by the *Athlete*:

"The cold facts are that two of these 'three intelligent gentlemen' han the interests of the League so vitally at heart that they gave the Chairman of their committee *no assistance whatever* previous to the first publication of the document. The Chairman, after waiting until he could wait no longer for some communication from the other members of the committee, sat down at his desk and dashed off the Constitution as it was first printed, between 11 P. M. and bedtime!"

As we happen to know a little of the "inside history" of this document we think we can show up the absurdity of the *Athlete's* story in no better way than by giving the facts. The Re-organization Committee met in Buffalo last winter. Three of the four members were present, as also were President Kirkpatrick and Secretary Bassett. The Chairman, Mr. Luscomb, presented a draft of a new Constituion, and so did Dr. C. S. Butler. The committee worked two days over the business of making one code by selecting the best from the two that were presented. The President and Secretary also offered valuable suggestions, and Mr. W. S. Bull lent his aid. The document is not the work of one man but of many, and the midnight yarn of the *Athlete* is of the stuff that dreams are made of.

"SENATOR" MORGAN IN BOSTON.

WITH overcoat on arm and satchel that showed evidences of hard travel a sun-browned man, clad in clothes of an English cut, walked into our office last Tuesday, and before we could realize that the individual had opened the door our hand was clasped in that of "Senator" Morgan, and our hearty welcome was extended to the successful Manager of the American team. A telegram had already advised us of the arrival in New York of the American and the European contingent of cyclists, and so we were not so much surprised as we might have been. We at once asked the "Senator" why he had not notified us by cable the day of his sailing, as promised. "Why," said the "Senator," "I did write the cablegram, or board the tender at Liverpool, and gave it to a friend to send, and I cannot for the life of me understand why it was not sent."

"I am glad to get back to the States, and I was sorry to leave dear old England," continued the "Senator." "The Continent is a pleasant place to *travel through*, but I would not like it as a place of residence."

"We have had a splendid trip, and it is one of the pleasantest things to know that our efforts to please our patrons on the other side have been appreciated, and that our leaving there has caused regret."

In reply to a question as to why Howell did not come, the "Senator" replied: "Howell will probably sail on the 18th, that was the understanding at the time of our leaving."

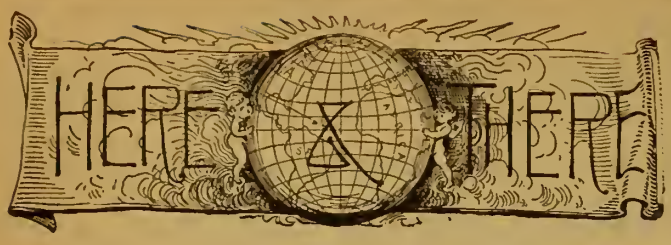
We congratulated the "Senator" on the achievements of the members of his team and especially those of Temple. "Yes," he replied, "we have nothing to be ashamed of. Temple's record is without parallel, and the way he did up Howell four time within four days was a brilliant winding up, and one of which we are proud. The manner in which he romped away from his men in the last race he ran in England proved his superiority over England's best men beyond a shadow of a doubt. He is most popular among the masses, and the appearance of the merry little Yankee and his success was the signal for the most hearty applause."

The history of the past eighteen months of the team's successes in Europe are no doubt fresh in the minds of the readers of the WORLD, as this paper has faithfully chronicled its doings from time to time. The members return to this country with the flush of victory and success still on them, and eager for the fray on this side.

As to the members of the European contingent, Mr. Morgan said: "I believe Lee to be the best man in England, and he is ready to establish the claim in case R. Howell chooses to dispute it. In fact he has lately beaten Howell six times in succession, and he has beaten both the Woods, and other crack English and American riders (Temple excepted) repeatedly during the past month, thus establishing his claim to being the fastest English rider at the present time without a doubt. As to F. W. Allard, his name is not unknown as being a successful rider on an American track, he having ridden to victory as an amateur at Springfield in 1885. Since then he has won every safety championship in England, and he has also been very successful as a tricycle rider. In fact on these two machines it is hard to find his peer. Allard is now a full fledged professional having joined the professional ranks at the *polite suggestion* of the N. C. U. At the same time the hint was given Mr. Allard by the N. C. U. they also made a like *suggestion* to J. Lee.

The French representative, Jules Dubois, has blue blood in his veins, being a direct descendant of General Dubois, a distinguished soldier who fought under Napoleon I. in the Spanish and Italian wars. As a rider he stands at the head of the French profession, holding most of the French bicycle and tricycle records. He is of most pleasing manner, and is grit to the backbone. His endurance in keeping up a hot and steady pace is wonderful.

Taking all in all the representatives brought over are from the cream of the European profession; that they will establish themselves in favor with the American cycling public we have no doubt. We extend them a hearty welcome, and we bespeak for them treatment such as will make a lasting and pleasant impression on their minds in the future.



NOTES BY

THE "CAVILER."

Don't talk to me about the unfeminine practice of a lady riding a bicycle. I, myself, have a large bump of prejudice, and it sometimes swells. It especially asserts itself when I see a lady do anything "mannish." "A lady on a *bicycle*, good heavens!" exclaims that dear old fuss of a woman, Mrs. Grundy. Of course the imagination is at once fired by the mind picture of the lovely Miss —— in Bloomer costume astride of an ordinary, or if not in Bloomer attire, then—!! Oh well, my sense of modesty forbids me to paint the awful possibilities in case of the retention of the usual lady's apparel. I am glad to say that all the fears of our being shocked and all the proprieties being violated are without foundation. I know Harry Corey by sight, and I was therefore pleased to meet that gentleman and a lady, whom I took to be Mrs. Corey skimming along the road on a tandem bicycle. The lady rode gracefully and fast, without apparent effort. I was on an ordinary, and though I am no scorcher still I manage to keep up with the procession, yet the pace Mr. and Mrs. Corey were travelling did not admit of any loafing tactics on my part. I was much pleased to see this pair, as it was my first sight of a tandem bicycle with a lady as one of the riders.

I hope it will not be long before these lady's bicycles will be a more familiar sight. One thing I like about them is that the bicycle compels the lady to be graceful, because the position of the rider must be one more vertical than is usually adopted when riding a trike. While on the subject of feminine grace (of which I am an admitted judge), I want to propound a riddle, and that is, why *will* the majority of lady tricyclists persist in riding a saddle too far back and too low down, and why do the same majority ride with the handles so high that the chin is in danger of knocking against the handlebar? I have noticed these faults so often, and many times on meeting a pretty girl riding a badly adjusted machine, I have been tempted to speak up and try and prevail on her to assume a normal and more graceful, upright position. "Drop the handles and raise the seat and turn your toes in" is my urgent advice to those fair ones who now ride "all in heap."

Speaking of the lack of grace and beauty, the fair sex are not alone in the want of it in riding. The other day I saw an object mounted on a bicycle coming towards me, his legs looked like this, ( ). How many of these fellows you do see in a day's ride. The "object" I especially allude to wore the uniform and badge of one of our best known clubs—I *won't* say *what* club. Now I know that bow legs cannot be helped in some cases, but the many who ride like this ( ) are in fault themselves, they turn their toes out, consequently the knees go out also; result, extreme awkwardness in appearance and a vast loss of power. "Dear reader," *watch your toes* and see that they do not turn out or in further than your heel. To use the expression of an old rider, "rub your forks with your knees if you ride an ordinary." We don't all ride ordinaries, but we can keep our legs straight so that when we are "end on" we won't look as if we were trying to make our lower limbs form the letter "O."

Now, Mr. Editor, you must prepare yourself for a magnificent, large fish story, for is not "the only" Dr. Kendall and a party of of choice comrades about to invade the briny depths in the neighborhood of Scituate, and then and there to try, endeavor and attempt to inveigle the festive though confiding cod by means of tempting bait? I notice the Doctor promises that "good spirits" will be taken along. I am glad of this assurance on the part of the Doctor, as I know him to be a judge of "good spirits." Had he been careless and allowed common every day "Jersey lightning" to be taken along I fear the captured fish would have been so numerous and of such vast proportions that even *my* capacity for swallowing fish stories without a wink would have been tested to the utmost.

I now understand why Friend Emery was in such a state of excitement the other day. He and Prial have a four-page fuss in the last issue of the *Wheel*. Right on the heels of this, vague rumors of secedings in the New York Division reach my ears., Growlings and mutterings, portentious and sublime, indicate that the mountain is in labor. I sincerely trust that the mouse may survive if it is brought forth at all, but I doubt its ability to survive. A certain New York man gave me "the tip" on this point the other day. All I have to do is to brace myself and breathlessly wait for the supreme moment.

I met the "Senator" at his hotel the other day, and I at once began to "gather him in," but he congealed my efforts by stating that "the editor of the World had pumped him dry." I think this is poaching on my "exclusives," and I am naturally and properly indignant that the material for a first-class interview had been taken away from me so unceremoniously. The "Senator" looks quite English, and he seems happy over the history of the past and the prospects for the future.

PORKOPOLIS NOTES.

"STAR."

With those to whom the beaten paths generally pursued by wheelmen have grown somewhat chestnutty the following routes may meet with favor among Cincinnati wheelmen: First, going by way of the Harrison pike, turn to the left at the seven-mile house just beyond Cheviot and take the State road through Bridgetown and Dry-Ridge to Cleves, distance, sixteen and one-half miles from Ninth and Race. This latter road is in fair condition, and can be ridden without a dismount, the grades are all easy except the one going down into Cleves, which is so steep that the brake will hardly hold the wheel. From this point to Miamitown the distance is six and a half miles over a road on the west side of the river, for a mile of which the *walking* is excellent; return by Harrison pike—distance, fifteen miles—or from Cleves to Delhi—five and one-half miles—and from there to starting point—twelve miles. Dinner can be had at Delhi at the boarding house of a Mrs. Smith. Another, going by way of Colerain pike, take the Blue Rock Pike, which is the second road that turns to the left just after leaving Mt. Airy. This road leads through White Oaks and Barnesville to New Baltimore and the Big Miami, distance, fifteen and one-half miles. By the beginning of September this latter road will be in fair condition. There are three steep hills, but they are not much over one hundred yards long. The last coast is a duplicate of the hill going into Cleves, only a little bit more so. From the foot of this hill, however, there is a stretch of over two miles that is a gradual down grade, and nearly the whole distance can be coasted. From New Baltimore to Miamitown turn to the left at each intersection. The road is gravel, no grades to speak of, and is in tolerable condition—distance, six miles. One advantage in these routes is that the longest part of the journey is taken before dinner.

It costs $10.00 now to ride on the sidewalks of Carthage or Hartwell.

Some local wheelmen have lately been taking in Coney Island instead of attending their club runs. Wonder what the attraction is?

The second road race for the medal offered by Mr. A. A. Bennet is off for the present, to the great disappointment of Levy, Greenwood and other fast young men.

Barney Klum, who was so unfortunate at the Baltimore meet, recently met with another accident. He took a header on Race street and—disarranged his bangs.

Five wheelmen from Jacksonville, Ill., visited our city August 15. They intend to visit Mammoth Cave, Ky., and to tour through Southern Indiana and Illinois to St. Louis.

By omitting the street and number in mailing the tickets for the Ohio Division election, several local wheelmen failed to get their tickets and considerable dissatisfaction is the result.

Three members of the Cincinnati Bicycle Club who were caught in the rain at Arlington on Sunday, August 12, were taken in out of the wet and handsomely entertained by Mr. Millholland.

It has been suggested that the Centennial Commissioners set apart a certain day as bicycle day, and that all neighboring wheelmen be invited to attend and participate in a grand wheelmen's parade.

A peculiarity in regard to that Miamitown cow has lately been remarked. It is only when milked by certain persons, who shall be nameless, that her milk possesses that exhiliarating effect and highly prized flavor.

Herman Huseman, whilst riding the tow path near Chesterpark, took a header into the canal. After fishing out his wheel, he hung

his clothes on some bushes, and then hid in the shrubbery for over three hours, while his togs were drying.

A CERTAIN wealthy and public spirited citizen proposes, in the near future, to build a club house for the Cincinnati Bicycle Club, which he will lease to them at a moderate annual rental. The details have not been decided upon as yet, but this much is known, the building will be three stories and a basement, and will contain a commodious wheel room, bath rooms, reception room, billiard room, gymnasium, reading room, smoking room, dressing rooms, sleeping rooms, etc. The C. B. C. boys are evidently playing in luck.

PENNSYLVANIA.

"ARIEL."

YOUR St. Louis correspondent has gotten himself into hot water, Mr. Editor, by his insinuation that Wells sent a bogus telegram in order to crawfish out of the match with Greenwood. Wells is justly indignant over this assertion and told me to-day that he had sent you the original message. He does not believe that Greenwood ever said anything to that effect, and certainly the latter wants to clear himself of the charge about as quickly as he knows how. Mr. Wells was *not* fit to ride, whatever Mr. "Linneus" may have to say about it. I saw him, myself, and he was a badly used up man.

FOUR big men in a boat is the latest development of the Reading Bi. Club, Scheele, Wilhelm, Roland and ———, and they are ready to take odds that no cycling club in the country can beat them on water. They row in the Columbia regatta next week.

THE Tioga Cycling Club are going to hold a race meet on Saturday, Sept. 29th, on the three-lap track at Tioga, which is to be *the* race meet of the year here. Mr. Geo. D. Gideon is Chairman of he committee in charge of the affair, and no more need be said about its being run as it should. Full particulars later on.

THE club tandem bicycle of the Century Wheelmen, which has been laid up for repairs during the last three weeks, is once more in use, and great is the joy thereat among the members, who have lair friends, these moonlight nights. Lieut. Shaffer, they say, has a great weakness for the tandem, when the front seat has a wheelwoman upon it.

ON Saturday a delegation from the Pennsylvania Bicycle Club started on a two weeks' bicycle tour up to the northert part of the State. They go by way of the Water Gap to Dingman's Ferry and Pike County. Messrs. Harper, Longacre, Battersby, Harvey, Hall, Single, Grugan and Kohler comprise the party, which is under command of Lieut. Kohler.

READING is doing well in cycling this season. I ran up to that city over Sunday and dropped in at the rooms of the Reading Bicycle Club, which are on Penn street above Fourth, and are as nicely arranged and furnished as any club rooms I have seen for a long while. The club members are all greatly exercised at Wilhelm's defeats by Halsted at Lancaster and New Castle, and one of them, who was at the latter place, said to me: "Ah, if the race had only been a little longer, you'd have seen how Irv would have beaten him!" "Yes," said I, "and if the dog hadn't gone to sleep he'd have caught the rabbit!" Wilhelm is training hard for Buffalo and expects to lay Halsted out there. He never was in such condition in his life, they tell me, and if the Harlem man beats him now they'll give in that he's the better man. But he'll have to work to do it. Irv Wilhelm is a hard man to beat, and if careful preparation and a hard race can avert a *third* defeat why it's going to be done.

MESSRS. LUKENS, Allen and Geyler, of the Luray tourists, returned home from Harrisonburg, Va., by train. They report the Shenandoah Pike in poor condition, owing to newly metaled roads. Messrs. Shaffer and Bonnett rode up the Cumberland Valley on their bicycles, returning to Philadelphia by way of Harrisburg and Reading. They reached the city on Saturday. I had expected to meet them at Reading on Saturday night, but they had gotten a day ahead on their programme. I was disappointed in my charitable object of piloting them over the best bits of roads we have in Reading, and as the Reading Club has almost entirely given up club runs I had to wheel it alone. I spent a couple of hours down toward the Oley Pike, but found the roads in poor condition, with lots of new stone on them. Nevertheless, the old familiar places seemed real to me. Here's where Potter and Billy nearly busted themselves over my practically illustrated argument that you *could* take a header from the Facile. It was my first attempt at coasting, and I coasted squarely into a ditch. Yonder, below the Black Bear, is where we put Schmidt through the mount and dismount on his new 58-inch Victor, when the big Captain's evolutions would have made an acrobat grow green with envy. Well, well! turn home again, old wheel, for those days are in the storehouse of the past, and the old friends have gone forth into the world.

BUFFALO.

"MERCURY."

I WISH to impress upon the minds of all wheelmen who intend visiting Buffalo during the coming tournament with the importance of bringing their wheels. Firstly: Buffalo, with its fifty miles of asphalt streets, and its beautiful park roads, is a veritable wheelmen's paradise. Secondly: The track and fair grounds are three miles and more from any hotel; the walk is long, and under a hot, sweltering sun, very disagreeable; a ride in a crowded street car (and you may depend upon it, they will be packed), is far from comfortable. How much more pleasant it would be to mount your wheel, ride up Ellicott street, over Chippewa and up Main to E. Ferry, and out E. Ferry to the grounds; a continuous run of asphalt with the exception of two short blocks (Chippewa street, which will be spread over with tan bark). You will arrive at the grounds in a much shorter time, and also avoid many unpleasant happenings that are invariably connected with the modern street car. Thirdly: Captains Hanenstein and Hotchkiss, of the Rambler and Buffalo clubs respectively, are arranging tours to Niagara Falls, Lewiston, Angola, Bowmansville, Lancaster, Hamburg, and other equally pleasant places to which our cycling guests are respectfully invited. The roads, with one or two exceptions, are very good. Lastly: You are *earnestly* requested to bring your wheel. The committee on parade are using every effort to make this parade the cycling event of the season, and hope that every visiting and local wheelman will participate. Arrangements have been made with the railroad companies to carry wheels free of charge; there is no reason why the wheel should not be included in your necessaries. The little trouble if any that you will have will be fully compensated by the enjoyable time spent riding. Do not depend on renting a wheel; the majority of rented wheels are back numbers, and the pleasure of wheeling is lost when you ride a "bone-shaker."

A MEETING held August 12th, at which Mr. Bidwell (Chief Consul), Mr. Bull (Vice President of the L. A. W.), and H. E. Ducker (General Director of the World's Tournament), were present, it was decided to change the date of the parade from the 1st to the 2d of September, thus giving wheelmen more time to arrive and participate in the parade. It will be divided into three divisions; the first will include the New York State Division, the second the L. A. W. wheelmen other than the New York State Division, and the Canadian Association, and the the third all unattached non-League wheelmen. C. W. Adams, 132 College street, Buffalo, has been appointed Adjutant of the parade, and Captains of clubs which intend to participate are requested to write him at once and obtain full information as to details of route, etc.

GEO. BUCHHEIT, JR., of the Ramblers, took a very serious header, while coasting on the Thayer Hill, near Brockton, bruising one side of his face and body in a horrible manner.

ROWE and the other fast 'uns express themselves as well pleased with the track, which is now in the pink of condition.

TICKETS granting the holder permission to use the track for practice have been issued, and can be had from H. E. Ducker, Chapin Block; L. H. Rathmann, Room 13, City Hall; and Mr. Bowen, Main street, near Chippewa street.

CHICAGO ITEMS.

CYCLING matters are a little quiet here at present, as compared with the excitement of the past four months. Many wheelmen are away on their vacation, while those who are not are keeping themselves pretty much out of sight. The awakening is expected at the occasion laid out for August 25th, when the Division Board of Officers holds its meeting here.

QUITE a party is beginning to make arrangements to attend Buffalo next month, and I think that the Chicago contingent will prove to be much larger than expected.

FOURTEEN cycling clubs in Chicago; just think of it! The members of most of these clubs would undoubtedly get better returns for their time and money by advocating consolidation with some of the larger clubs.

A SCHEME for consolidating the Chicago and Lincoln Clubs, and perhaps the Fort Dearborns, is afloat. A combination of these three clubs would be very powerful, and the harmony resulting from such a union would further the good of the sport.

SECRETARY SCHMIDT reports a large demand for the road books published by his club. All who have not secured a copy should send him fifty cents at once (address 103 Adams street) before the edition becomes exhausted. It will be found invaluable on all tours.

THE L. A. W. election in this State proved a disappointment to a great many who worked hard for Oliver's election. Tom Roe was determined to run, even without support, the result being that all of Roe's votes were detracted from Oliver's side, and Mr. Davis was elected, the split in the opposing ticket making Davis the only one of his ticket that was successful, Oliver's ticket having a sweeping majority, with the exception of himself. It is to be hoped that Davis will make us a good Chief Consul, but those who know him best have doubts of his ability to do this.

I AM sorry not to see more of our strong riders, especially members of other clubs, joining the Chicago Club. This club has a fair memberships, it is true, and they are all of the most substantial sort, it is conveniently situated in the heart of the city, has elegantly furnished rooms, is well officered, and the dues are not unreasonable, benefits and privileges considered. Half an hour or more can be congenially spent at noons, and the club is the most forward in the city when it comes to evening amusements, socials, dances, etc. The Captain, Burley Ayers, said that all runs hereafter, would be at a pace that would accommodate the most conservative riders, and in future no one would be left behind.

A NEW club, known as the Cheltenham Athletic Club, was organized August 9th, and over fifty members have been obtained already; all cyclers so far. The officers are as follows; Wm. C. Thorne, President; T. T. Roe, Secretary-Treasurer; N. H. Van Sicklen, Captain; H. R. Winship, Lieutenant. The club has control of the best quarter-mile track hereabonts, besides a fine club house and three or four acres of excellent grounds for athletic purposes. I understand that cycling, tennis, foot ball, lacrosse, base ball, cricket, and all classes of gymnastics, running, etc., will be cultivated, with a branch and Captain for each sport as the growth demands it. The dues are so nominal that a large and succesful membership will certainly result. The club was organized and is officered by cyclers entirely. A challenge for a team race for any distance was officially sent to St. Louis at the last meeting of this club. The membership list is significant to any one who is well informed, as there is hardly a man among them who cannot make a mile under three minutes, with a dozen around 2 50, and three or four who can beat 2.45. If they do not capture all the prizes I am much mistaken.

MINNEAPOLIS NOTES.

"VERNON."

BY the time this is published, our tournament will be a thing of the past. If it is not a success, nobody is to blame except the chief promoters of it. If they had taken more time, say six weeks, the meet could have been worked up in better shape.

ABOUT twenty-five Minneapolis riders rode out to the Conro Hill to meet the St. Paul boys, the 18th of Aug., but St. Paul failed to show up.

H. P. LEACHMAN returned from a trip to Chicago, 17 August. He seems to remember nothing about the trip, however. They must have very, very bad drinking water down there.

HARRY LACKOR, John and Harry Pritchett returned from their trip up to Alexandria, August 16. They report the roads very poor in some places. At one place they walked twenty-three out of twenty-eight miles. All three took the regular amount of headers, but never the less they had a good time.

E. J. HALE, Colie Bell, N. J. Reid, Geo. Thompson and Geo. Bartlett are camping at Lake Harriet. They are all in one tent, and talk about noise! The other campers are already talking of throwing them into the lake. They are out there more to get the benefit of riding on the boulevard, than to enjoy quiet camp life. They rise at 5 A. M., have a spin around the lake and take a good rub down and then run into town.

HARRY LACKOR, while coasting, struck a stone which threw him in among some tin cans, etc., in a farmer's wagon, while his wheel, not to get left, plunged under the wagon and was run over by one of the wagon wheels. Harry was not hurt, and only one spoke was broken out of his wheel. The farm wagon was quite heavily loaded, and so, considering all things, we consider that Harry and his little bike got off very easily.

H. P. LEACHMAN and Colie Bell are talking about publishing a book on the "Mysteries of the Draw Bridge." It is said they stood on the "off" side of one, about a stone's throw from the depot, and saw three trains, bound for their destination, pull out without being able to get on board one of them. Eye witnesses say that the heat generated by friction, caused by the rapid and ardent sound of speech indulged in by this gentleman on that occasion, made the water under the bridge fairly boil and steam.

ST. LOUIS.

"LINNEUS."

GEO. E. TIVY, one of our best road riders, rode to Alton, Ill., Sunday, August 5. He states that he found the roads better than he expected. His route lay via the North Market street ferry to Venice, thence by C. & A. Railroad track to Mitchell, and from there to Alton by wagon road. This trip has been seldom, if ever, made before, and Tivy deserves credit for reporting it.

ALL those that intend to go to Buffalo should notify Geo. Tivy, as I understand he has a special rate for a party of wheelmen who will go together.

CHIEF CONSUL BREWSTER, E. B. Kidson and others intended to start Saturday afternoon and spend the night at Maxwell and push on to De Soto Sunday morning, but the rain no doubt put an end to their trip.

RETURNS are all in for the election of officers of the Missouri Division, and the whole ticket was elected as nominated. A number of votes were cast for Consul J. C. Piggot for the Touring Committee and his name will perhaps be added.

DR. FRANK, one of the new members of the Missouri Bi. Club, is beginning to master the wheel in great shape. A trip to Bartold's, in company with Lieutenant Hildebrand is in contemplation, and before long Ballwin will be the objective point.

THE proprietor of the Galt House, St. Charles, Mo., writes that the rock road is in fine condition, and that he would like to see some of the clubs come over. No runs have been called to this place on account of the bad condition of the road for some time.

AB. LEWIS resigned the Captaincy at the last meeting of the Missouri Bi. Club, but it was not accepted and upon motion was laid upon the table. Too much work at business is the reason therefor, and *not*, as a party claimed, a "squib" in my letter a few weeks back

MR. E. BARNARD was run down on the Jefferson avenue bridge Friday, August 10, and narrowly escaped serious injury. As it was his bicycle was smashed by the horse falling on it, and he escaped with a few bruises. Luckily he has the names of the scoundrels, and they will have to pay dearly for their fun.

SUNDAY, August 12, Ab. Lewis, Prof. Stone and L. C. Balkley made the trip down to De Soto. They found the road to be rough and hills badly washed in places, caused by the late heavy rains. They trained it back to St. Louis. The ride was greatly enjoyed by all, and full justice was done to the good things set before them at dinner at De Soto.

EUGENE VALENTINE, the Brooklyn flyer, was in town Friday and was taken in tow by some of the local wheelmen. His opinion of Kluge's speed is greatly at variance with that of "Ratchet's," who claimed Kluge could do 2.34 or better. Valentine stated that he did not believe Kluge could get under 2.40, and that the road was his forte, and not the track.

PERCY STONE'S hand is getting along nicely, and although he has decided not to go to Buffalo he will take in the races to be given by the Knights of Honor at Fair Grounds next month. The amphitheatre's track is in horrible shape, but Percy promises to have it put in good condition. He will also take in the Kansas City tournament, having received a special request to be present.

THE Cycle Club are gradually having their house fitted up in elegant shape, and will soon rival any club house in the country. At their last meeting Secretary Mockler resigned and F. W. Seager, Jr., was elected to fill the vacancy. Hy Oellein did some cigarette smoking extraordinary lately, and as a consequence was rewarded by receiving a fine framed picture of Theo, which now adorns the walls of the club's parlor, for 340 wrappers of Duke's cigarettes. He still lives.

CONSUL PIGGOTT, of Booneville, writes: "In regard to rock roads, all that has been accomplished so far is a petition presented to the County Court to order an election to levy an assessment on property adjoining the proposed road, which will be done in a short while. The city has just put down one thousand feet of macadam, and will let the contract for as much more some time this fall." It is a pity that some of the other cities and counties in the interior will not follow Boonesville's example, and build rock roads.

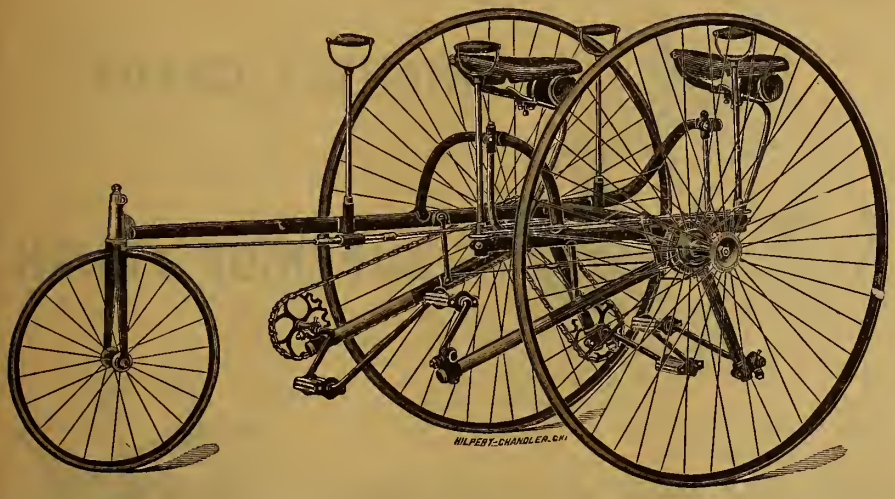
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BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl st., Boston.

Sunday, August 5, a number of wheelmen were on top of the Western Hotel, Ballwin, from which an extended view can be had, and the United States signal pole, showing the highest point in St. Louis County, was pointed out to them, and also the road leading to the place. Alex Massey, Harber, Holm and a few others immediately resolved themselves into a discovering committee, and taking the first mud road to the right west of Ballwin, which ran by acres of orchards, they soon reached the pole, and subscribed themselves thereon. This is the first time, I was told, that any wheelmen ever happened over this (Kerr's mill) road.

The Chicago *Referee*, last week's publishes a challenge, signed by N. H. Van Sicklen and Tom Roe, to the St. Louis wheelmen to compete with a team on the Cheltenham Beach board track, a place where such men as Van and Roe have put in all their spare moments at training. This challenge has occasioned a good deal of talk, and it ought to be ignored entirely, as St. Louis wheelmen have repeatedly requested to be allowed to enter the Pullman road race, and were each time flatly refused. Our events were always open, and if Chicago did not feel like "taking" some of our prizes it was not our fault. Besides this, St. Louis wheelmen never claimed to excel on the track, but have at all times stated that the road was their stronghold. Now as Chicago does not possess anything that could be classed as anything but park drives, St. Louis wheelmen ask that, they being the challenged party, the race take place over the Manchester road or, if preferable, Clarkesville, either one of these courses is an average road, up and down hill, and jnst the thing to test a road rider's ability. C. C. Brewster stated that he had written R. D. Garden on the matter, and asked him and Burley Ayers to be down Sunday and talk the matter over. Although three of our best men, Stone, Sanders and Wylie, are on the sick list, we still have a team left in Hildebrand, Tivy, Ed Smith, Snyder, Alex and Ab. Lewis, that will make the best of them hustle.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

Twelve wheelmen had dinner at the Mansion House, Roslyn, last Sunday, and three were at Sea Cliff. At the latter place, there is always lots of fun on Saturday night, and it makes a nice trip to go out there on Saturday afternoon and return on Sunday. As is generally the case at such resorts, there is a superfluity of girls, and the "men" are always in demand. Ask for Mrs. Baldwin's Cliffwood Cottage; supper, lodging and breakfast, $1.50. Fine bathing and boating.

Up to August 1st, Mr. W. F. Murphy, K. C. W., had ridden 4030 miles.

The Brooklyns will have a large and thoroughly representative delegation at Buffalo.

The Long Islands had a club run to Coney Island on Wednesday evening, Auguet 22nd.

A large party of Brooklyns, as Lieut. Billy puts it, "did up" Staten Island last Sunday.

Mr. G. M. Nisbett, N. Y. B. C., claims to have lately ridden a measured mile, in the park, in 2.49.

A yachting party, numbering among its members several Brooklyn Bi. Club men, is at present down the Sound for a week or so.

Mr. Beasley, K. C. W., on Saturday afternoon last, rode from the Park to Babylon in five hours and nine minutes, with but one dismount.

The K. C. W. will run to Pompton tomorrow, weather permitting, and probably to Massapequa on the first Sunday in September, "after Buffalo."

The ancient project of a cinder-path from Brooklyn to Jamaica is underway again, and under such auspices as warrant the belief that success is more than likely.

I saw veteran Pitman up at the Polo grounds, one day last week on his "Surprise." He says he is getting to be a "krank" and wants to see all the good games

Mr. Hall's letter of last week concerning the Herkimer dispute was a classic in its way, and, in its temperateness, thoroughly characteristic of its gentlemanly writer.

Only harm can accrue to the Huntington Bi. Club, as the result of the delay in the delivery of the medals won by outsiders at their recent race-meeting, nearly four weeks ago.

Capt. Clarke, finds himself out of pocket to the tune of $8 as a consequence of the neglect of certain of the "Great Century Runners" to pay up their rightful share of the expenses. He has presented one of the memento pins to each of the three gentlemen most prominently connected with our reception in Philadelphia, and included the cost in the general expense.

The roads along the North Shore, wherever sandy, are now in frightful condition, as a natural consequence of the recent heavy rains, and the lack of funds wherewith to make repairs.

At the Staten Island Athletic Club, on Labor Day, Sept. 3, 1888, among the various athletics sports, a two-mile bicycle race will be run. Entrance, $1, to F. W. Janssen, P. O. Box 125, New York City.

On the same day the N. J. A. C., at Bergen Point, will give a one-mile handicap, one-mile novice and a one-mile club championship. Entrance, 50 cents, to B. Arthur Sallinger, P. O. Box 3029, New York City. Entrance in all the above close on 27th inst.

Mr. Harry J. Hall, has been rusticating at Northport, Me., but is now in Buffalo preparing for the tournament. Capt. Bridgemans expects to be present and to have charge of a large part of the K. C. W. at that place.

Long Island Wheelmen, six highest mileages for July: Wm. Schmid, 1053; L. H. Wise, 882; R. Evans, 602; C. C. Alden, 453; F. B. Monell, 495; G. W. Kreger, 378. Mr. Wise stands at the head for the season with 3326 miles.

"Champion of the World," Ralph Temple, under the protecting wings, figuratively speaking, of Editor Prial and Mr Furst, L. I. W., made a tour of the Brooklyn model club houses on Monday evening, meeting a good many of the boys, and creating a good impression by his quiet and unassumed gentility.

Seeing the old track at the Polo grounds, brought back to memory the good old days at "791," and the first race meet held on this track, when Wm. M Wright was at the helm. It seems like a century, but it was only eight or nine years ago. Mr. Wright was one of the organizers of the present Mercury Wheel Club, of Flushing, and is at present an honorary member, I saw his brother Sidney the other evening on a ferry boat, and he has changed but little. Old N. Y. men will remember the Wright brothers and the jolly party we had on the "Bristol," going to the second League meet at Boston.

Mr. Loyd, of Queens, the gentleman-sportsman, whose liberal management of the Queens track has made him justly popular with Metropolitan Wheelmen, has a scheme underway, which if carried out on the same scale as his first enterprise, will fill a long felt want most acceptably and furnish us with a track commensurate with the ability of our peerless racers, and be equal to, or better than any in the country. The location is a dead secret. Mr. Loyd has great faith in his ability to build a track upon which 2.29 will be knocked out, and thinks that that time will soon be relegated to the forgotten past, and that we have the men, right here at home who can do it, "and he knows his business."

NEW ENGLAND.

"THE JOTTIST."

A new kind of a run is proposed by the Rhode Island wheelmen. Our informant who signs himself "The Goat rider," states that the "R. I. wheelmen have a watermelon run to the rural district of Riverside, and I suppose that there will be big records made by our Div. Secretary Gibbs and Capt. J. L. Spiers. The Quartermaster of the club has instructions from the Executive Committee to fill up a double decked ambulance with Jamaica ginger and a few powerful stomach pumps. In case of any fatalities the club have voted a special fund to be used in furnishing a proper and decent burial!!"

New England produces another great man on the racing path, and his name is W. Windle. He is a great little man, and Asa Windle is his trainer.

Entries to the Eastern Road Club races should not be put off until the last moment. Clubs intending to join the association, should do so at once.

The Somerville Club have been awarded the banner for having the largest representation at Cottage City, on the occasion of the late Massachusetts Division Meet.

Tickets to Buffalo and return will be on sale, via Fitchburg Railroad, September 1, 2, 3, 4. The reduced rates can be taken advantage of by all riders, and non-riders.

F. T. Read, one of the Hartford's crack riders, made a practice mile on the unicycle at Charter Oak park, the past week, in 3.42 1-2, and will probably break the record at the time of the tournament.

An exchange calls Howell the "King of the wheel." All right, we will admit it, but if late developments prove anything, we think Temple should be called the "King pin of Howell."

The entry blanks for the Hartford, Conn., tournament will be ready for delivery about the 25th, and can be obtained of Joseph Goodman, P. O. box 14, Hartford, Ct. Entries will close September 8.

Skowhegan, Me., is not happy, and the cause of the lowness of spirit is because Patten, the cycling idol of Skowhegan, has been beaten in a race by Mr. Geo. Ames, of Lewiston, Me. Skowhegan may weep, but Lewiston is radiant.

Mr. F. Elwell, of Portland, is a great tour organizer. All his efforts in that direction have been crowned with success, therefore it is fair to presume that his scheme for a European tour to be carried out in 1889 will be also a successful affair.

A correspondent seems to think the race track at Saco, Me., must be wrong, as he measured it "5 feet from the pole and found it 26 feet over the mile." We would suggest to our friend that the proper distance to measure from the pole, is 18 inches.

Messrs. Crocker, Burrill and Rogers, of the Wakefield Bicycle Club, will attend the meet at Buffalo. Leaving Boston on the 3 P. M. train on the Fitchburg, September 2nd. Those wishing to join the party had better communicate with Mat S. Rogers, 27 Boylston street, Boston.

F. Carman, of Cambridgeport, is one of the fastest and strongest road riders in the vicinity. We hope to see him start in our 100-mile road race. In the meantime Mr. Carman and his brother are taking an extended tour a-wheel through New Hampshire, the Provinces and New York.

The Rhode Island wheelmen have been the recipients of kind hospitality at the hands of the Cambridge, Mass., club. The rain prevented the carrying out of the original purpose to run to and dine at Nahant, but a collation was served at the club house, and then in the afternoon, as the rain ceased, a run to the Reservoir was enjoyed.

The Central Labor Union of Danbury, Conn., announces in their programme for Labor Day, September 3, among other sports and games, four bicycle races, viz: One-mile novice; half-mile, two-mile, and one-mile Fairfield County championship. L. A. W. rules to govern, and open to amateurs only. Prizes amounting to $50 are to be given, the prize for the championship to be a gold medal. Entries close with L. L. Hubbell, at noon, September 1.

A party is being made up for the purpose of chartering a special car to Buffalo. If a sufficient number is obtained the cost will be less than regular sleeping car rates, with all the advantages of a private car. Any person desirous of joining this party should communicate at once with Dr. W. H. Emery, 1177 Tremont street, Boston. The present intention is to leave Fitchburg Railroad depot at 3 P. M. on Sunday, Sept. 2d, arriving in Buffalo on Monday morning, thus allowing the visitors to look over Buffalo and visit Niagara Falls on Monday.

The crop of phenomenal riders is rather small this year, but still it *would* be an off year that did not produce something wonderful in the way of records. Sometimes quality makes up for quantity, and so when we present the news to our readers that two riders hailing from the vicinity of Fall River, Mass., have been found who covered fourteen miles of road on bicycles in forty-five minutes, we think we have done our duty for this season in that particular line. Considering the fact that the roads in the vicinity of Fall River are not of the best, and also considering that the pace claimed is about a 3.12 for each mile, we think the quality of our discovery will not be questioned.

NEWS AND COMMENT.

W. A. Doane writes us August 11 from Indianapolis, Ind. He says: "To this point I have travelled 879 miles. Arrived here last night in the midst of a driving rain storm. In order to reach Boston by 2d Sept. I must average 67 miles per day. This is a big average, but I think I can do it. I shall travel over the route of your road race from Erie to Buffalo, and I shall take particular pains to make notes of its condition, etc."

Norfolk, Va., will send nearly twenty men to the Buffalo meeting.

Send in your entries to our 100-mile road race before it is too late.

Until quite lately the Utica (Ky.) turnpike has been closed to wheelmen. A short time since a number of wheelmen rode over the pike in spite of the prohibition, and in consequence of the discussion thus aroused, the pike has been opened to wheelmen, and for the use of same they have to pay toll.

Entries for our 100-mile road race close Sept. 4 instead of Sept. 6.

S. G. Whittaker will return from England in time for the Buffalo races.

The Louisiana Division will hold its annual meet and tournament at New Orleans.

A little over a year ago there were only two lady riders in Buffalo, and now there are upwards of thirty.

The Boston and Albany Railroad have reduced the tariff on bicycles over their road to 25 cents for 25 miles or less, and over 25 miles, 1-2 cent per mile.

A private letter from England states that Richard Howell is very badly out of form, and that he is not anxious to meet wheelmen at Buffalo unless in better form than at present.

The Lockport Wheelmen will hold a grand tournament on Friday, Sept. 7th, and will run an excursion train from Buffalo to Lockport for the benefit of those wheelmen who wish to attend.

The Fostoria, Ohio, Bi. Club sends us in a claim that Fostoria leads the country in being the first to form a Harrison Political Bicycle Club. Worcester, Mass., has the honor so far as heard from, as per our last issue.

The Buffalo management are doing things "up brown." The tickets for the press are sent out enclosed in the daintiest leather pocket book, which will do service in its other capacity, as a container of cash, after the tickets have been used. There is a liberality evinced by the management that bodes well for the treatment visitors and contestants may expect at the coming great tournament.

The Tioga Cycling Club, Philadelphia, Pa., will give a race meeting at Philadelphia on Saturday, Sept. 29th. Events will include tandem bicycle, tandem tricycle, safety and tricycle races, as well as races on the ordinary. Circulars can be had from Geo. D. Gideon, 17 North Seventh street, or from Mr. Van Deusen. Entries close Sept. 25th to Isaac Van Deusen, Jr., Captain Tioga C. C., 2101 Tioga street, Philadelphia.

The Grand Lodge, Knights and Ladies of Honor, of St. Louis, Mo., will celebrate their eleventh anniversary at the Fair Grounds Sept. 6th. Among other interesting events will be a bicycle race, for which three prizes are offered, valued at $50. The same are now on exhibition at Merrick, Wassh & Phelps, 513 North Fourth street, of that city. Entries can be made up to Sept. 5th with H. W. Belding, 1101 Washington avenue, or J. G. Roseborough, Ninth and Washington avenue, St. Louis, Mo. The race will be a one-mile handicap.

A correspondent writes: "To show you that the Scranton Bi. Club is alive and *kicking* I enclose something that one here sees at every turn, old fences, shop windows and even on the sidewalks, 'Be sure and go with the Scranton Bicycle Club to the Falls and Buffalo, Sept. 3d, only $6.00.' Just happened to think of you this minute, and thought possibly the readers of the World would take warning if they knew that the S. B. C. and all its crowd (300 strong) accompanied by Wilkes Barre, Pittston and Binghamton Clubs were going to rain down on Buffalo at the 'Great and only Bicycle Meet.' Possibly if we should once more see the name of the S. B. C. in cold type in the news items of the World we should come to the conclusions that we *had not* lived in vain. We feel that we are living in hopes of a club house, but the timbers can not go up fast enough to suit our eyesight, still she is on the way and growing daily."

HE PAID THE COSTS.

On June 9 eighteen cyclers left this place to attend the tournament at Lancaster, taking the pike. About a mile south of the town is Kissel Hill, a long incline well known to local riders. Samuel Reed, of Lime Rock, was conducting the party, and was the first to coast down the hill. When near the foot he passed Joseph Baker, a horse dealer of this place. Baker struck Reed with his whip across the back, for the reason, as Baker alleged, that Reed nearly ran into his conveyance. Those who were near enough to see, said another vehicle could have passed alongside of him, and actual measurement made the distance between Reed's wheel and a telephone pole, 17 feet. Reed stopped and got off his wheel and Baker stepped out of his buggy, so affairs began to look serious. The bicyclers came down the hill one after an other,

and Baker climbed into his vehicle and drove off. Mr. Reed was going to let the matter pass, but the wheelmen insisted on a suit. Mr. Baker gave bail for appearance at court, on charge of assault and battery. To-day Mr. Baker settled the case by paying all the costs, and thus the matter will not come before the court. This will have a salutary effect. The assault was as unprovoked as anything could be. L. A. W. No. 19,183.

Lititz, Pa., August 17, 1888.

ARRIVAL OF MORGAN'S TEAM OF ENGLISH AND FRENCH CHAMPIONS.

The Steamship Aurania, Cunard line, reached New York Sunday at six o'clock, with the American team and Jules Dubois, the French champion; also F. W. Allard and Jack Lees, the English champions at tricycle and safety riding. The men all looked well, and stated they had had a splendid voyage of seven days from Queenstown, and received great courtesy from the Cunard Company. The party of six occupied their time in the usual way on board ship, and took part in an afternoon's sports last Friday, given by the cabin passengers for cash prizes, when Dubois, the Frenchman, won the half-mile handicap foot race from scratch, in 2.07, defeating a field of ten; he also won the half-mile walk. Jack Lees won the hundred-yard race from scratch in twelve seconds, and second in the 250-yard. Morgan's team won the tug of war, with Jack Lees' crew second. All these, the boys say, are "Atlantic championships." In the *Aurania News*, a paper published at sea on the boat on Saturday, appears among many interesting notes, a short sketch of all the cyclists by the "Senator," and a brief, introductory paragraph to the report of the sports also appears, from the same pen. We are asked to announce that any club or association wishing to give a day or two days' tournament, and wish to secure the entries of the International champions, by communicating with "Senator" Morgan, care of this office, he will lay a programme before them which will practically guarantee the club against any financial responsibility, and at the same time ensure good racing and a good "gate." Urgency is requested, as the stay of the champions in America is likely to be limited, unless clubs bestir themselves in order to give racing a boom.

OUR ONE HUNERED-MILE ROAD RACE.

SPECIAL NOTICE.

In order to have a programme of the entries printed in full and distributed along the route of the race we have found it necessary to

CLOSE THE ENTRIES SEPT. 4TH

for the race, and not Sept. 6th, as originally intended. Mr. Ducker reports about half a dozen bonafide entries so far, and "a couple of score promised." Don't "promise," but send in your entry at once or it may be too late.

Mr. Ducker writes that the ground is pretty well covered by volunteer checkers and timers but that there are several sections not heard from. We hope that the uncovered points will have representatives before our next issue.

He further says: "I have now nearly forty men who will volunteer their services to assist, and still more coming. We shall leave Buffalo the night before for Erie, and the starters and timers will start them. We have now nearly completed arrangements for a special train to leave Erie one hour after the race starts. This will carry the officials and pick up such people as desire to see the race. A stop will be made at Silver Creek to allow excursionists a chance to see the men pass. After they had passed, the train will leave for Buffalo, arriving on the Fair Grounds ahead of the men. This will give them a grand chance to see the race, the start and the finish. The rate for the round trip will be $2.50, and I think this will make the race very enjoyable.

I have also made arrangements to feed the men en route, and we will see that they are supplied with the necessary eatables. At Silver Creek arrangements will be made whereby the contestants can go to a hotel for a good bath and change of clothes if they desire, and have necessary attention, so that the delay will be very little. Those men wishing to avail themselves of this privilege will have to notify Mr. Ducker.

Arrangements have been made with the Western Union Telegraph Co. to telegraph from Erie, the start, to every station on the road, and they will continue this till the contestants pass the last town before entering Buffalo. I will also make arrangements to bulletin the position of the men in every town ahead. This will make the race more interesting."

Remember, entries close Sept. 4th. Entrance fee, $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.

THE PENNSYLVANIA RAILROAD COMPANY SYSTEM WILL CARRY WHEELS FREE.

"The annual convention of the League of American Wheelmen will be held at Buffalo, N. Y., September 4th to September 14th, inclusive, 1888. For this occasion you will forward and return free one wheel for each person presenting the proper passage ticket. Mark excess cards 'Free, L. A. W.' No bicycles will be accepted for transportation on the occasion referred to unless the pedals on the same are removed. Baggage agents at junction and terminal points will post this notice, and call the attention of baggage masters to it. By order of the General Passenger Agent."

The above order covers the following roads: Northern Central Railroad, Philadelphia, Wilmington and Baltimore Railroad, Baltimore and Potomac Railroad, Alexandria and Fredericksburg Railroad, West Jersey Railroad, Camden and Atlantic Railroad.

AMERICANS WINNERS AT THE TORONTO TOURNAMENT.

The following are the events in which Americans took part in the bicycle tournament at Toronto, Aug. 13, and the places which they secured: One mile green race, J. A. Knight, St. Louis, Missouri, third; half mile dash, W. Windle, Lynn, Mass., first, and W. S. Campbell, Niagara Falls, New York, second; one mile handicap, W. Windle, first, and W. S. Campbell, second; five mile race, W. Windle, first; three mile roadster race, Midgely, Worcester, Mass., first, and J. A. Knight, third.

THE INTERNATIONAL MEETING AT HARTFORD.

The Hartford Weeel Club is leaving nothing undone to insure the success of their big tournament Sept. 12 and 13. The festivities will open on the forenoon of the 12th with a grand street parade of the home and visiting clubs. The entries bid fair to exceed in number those of any former Hartford meets. The names of the most prominent riders from both sides of the Atlantic are already secured, together with a host of lesser lights. Captain Kern, in charge of Charter Oak Park, reports the track to be in finer condition than ever before, and good judges pronounce the straight last quarter to be the best ground in the world for the finish of a cycle race. Entries should be sent to Joseph Goodman, Box 14, Hartford, Ct. Entries close Saturday, Sept. 8. Entry blanks will be sent out Aug. 25. Several changes have been made in the programme as first announced, and the whole will be published in the next issue of this paper.

UNION RUN.

The Union run at Cambridge, Mass., on Labor Day, Sept. 3d, should not be lost sight of by Massachusetts, and in fact all of New England, clubs. The following circular has been issued by the committee: "Clubs will meet at the Cambridge club house, 18 North avenue, at 9 A. M. A short run will follow and dinner obtained, after which will return to Holmes field at the college ground, where a series of races will be held. Entries open to all; will close at 12 M. Suitable prizes will be awarded to the winners. After the races the meet will close with an impromptu game of baseball. You are requested to notify the committee at once, stating how many of your club will probably attend. The feasibility of forming an officers' association will be considered. Admission tickets to Holmes field will be issued for friends of the clubs, and you can obtain all you desire gratuitously by applying to the committee." Arthur W. Robinson, 33 Winter street, Boston; George A. Perkins, 3 Pemberton square, Boston; William T. Roop, 557 Main street, Cambridgeport.

RACING AT NEW ORLEANS.

The fourth race of the Louisiana Cycling Club's Renaud medal series was contested on the 12th inst. The course covered five and one-half miles, and was in an exceedingly rutty condition. Seven men started. W. M. Hathorn (handicap 1m. 20s.) finishing first in 23.10; E. M. Graham (1m.), second, 24.40; W. W. Ulmer (2m.), third, 26.20; R. G. Betts (scratch), fourth, 24.50; M. S. Graham (scratch), fifth, 24.50 1-5. Hathorn rode a winning race from the very start, collared his men inside the first two miles, but maintaining his pace finished a winner by a long ways, breaking the previous record for the course one minute and three seconds. The scratch men loafed at the start, but once the pace was set the gait was steady and the loaf was redeemed by a beautiful finish, the two crossing the line wheel and wheel after a rattling 300-yard spurt.

Messrs. W. H. Renaud, A. M. Hill and C. M. Fairchild did the timing. B1.

RACING AND RECORDS IN ENGLAND.

Howell beat Crocker in a ten-mile bicycle lap race at Wolverhampton, August 1st. The score was Howell 23, Crocker 16.

Fred Wood took the 15-mile championship August 4th, beating English, Robb and Fleetwood. Time, 49.13 2-5.

S. G. Whittaker broke the quarter mile safety record at Long Eaton, August 3d, doing the distance in 36 seconds dead.

Jack Lee then went for the tricycle, flying start, quarter mile, and did the distance in 35 2-5 seconds, which is record.

R. H. English beat W. F. Knapp in a ten mile match August 1. Time, 30.30.

R. Howell, in his 20-mile match with W. Wood, at Leicester, August 11, beat his man with great ease. Twenty thousand people witnessed the race.

W. F. Knapp broke the 50-mile world's record in England, Aug. 18. He made the distance in 2h. 29m. The best previous, 2.33 54, was made by F. Ives at Springfield in 1886.

RECORD RIDING AT PITTSBURG.

A correspondent writes us as follows: "In your issue of Aug. 10th, I notice an article headed, "Record Riding at Pittsburg," which states the Banker Bros., on a tandem tricycle, made a mile in 2.43 3-5 on Forbes street. Your article further states, that if the distance is correct, it is the world's road record.

"Forbes street is an asphalt pavement, and from top of Soho hill to the Junction road is down grade (sufficient to coast) at least two thirds of the way, which makes it much faster than a track. Can time made on such a course be claimed as a road record? Will you explain through your paper what kind of a course should be chosen for road records, and oblige a member of the Pennsylvania L. A. W. Division."

[If our correspondent is correct, we should say that the performance in question can be regarded *only* as a good performance and not as a record. An asphalt surface and down grade are not the proper conditions to make a road record. We should hold that in order to make a road record the surface travelled should not be paved, and that the grade should be level or varying. Certainly, a claim made under the above named conditions, as per our correspondent, should not hold good.—Ed.]

MICHIGAN DIVISION SIXTH ANNUAL MEET.

Sweet's Hotel, at Grands Rapids, Mich., presented a very unusual amount of activity yesterday morning, Saturday, Aug. 18th, and among the citizens at large there was a general air of expectancy. The cause of the stir was the fact that the sixth annual meet of the Michigan Division was to take place, and while the members were interested in the business and social events, the general public were all agog, and anxious to see the parade and races.

The results of the annual election were extremely gratifying to the Grand Rapids wheelmen, as Mr. A. B. Richmond, of this city, was elected to the office of Chief Consul. The new officers are: Chief Consul, A. B. Richmond, Grand Rapids; Vice Consul, William Seyflardt of Saginaw; Secretary-Treasurer, C. A. Conover of Coldwater; State Representatives to the National Meet, J. E. Beal of Ann Arbor, H. M. Snow of Detroit, and G. M. Eddy of Detroit. The Officers' business meeting was held in the A. M., Chief Consul J. H. Johnson presiding, and Secretary-Treasurer J. F. Beal, of Ann Arbor; Representatives C. A. Conover of Coldwater and A. B. Richmond of Grand Rapids present.

The Transportation Committee reported that all the Railroads in the State had agreed to carry bicycles free, as baggage, subject to owners' risk.

The Secretary-Treasurer reported a much better financial standing for the Division, and instead of being in debt as it was a year ago, all debts had been paid and a small balance of $13.25 was still in hand. The Division now numbers about 350 members, and with proper effort this should be made to double within a year.

The parade, in the afternoon, had about 125 wheelmen in line. The Detroit club led, and then came the Detroit Stars, the third in line being the Grand Rapids Club. Delegations from all over the State then came, in proper order.

On arriving at the race track the paraders continued on around the track, and dismounted on signal given by the Chief Marshal. A goodly crowd, among which the ladies seemed to be in equal numbers to the men, had assembled on the stand and in the field to witness

THE RACES.

President Kirkpatrick was present, and was requested to act as referee, which position he accepted. The Malta Castle Band played lively airs before and between the races. The half-mile novice race was first called. The prizes in this were a silver medal and a pair of bicycle shoes. There were seven starters; F. H. Wheldon of the Detroit club won in 1.31 3-4, with E. W. Walbourn a close second and the others straggling.

One mile Grand Rapids Bicycle Club championship race. the prizes were a gold medal and the "booby." In this the starters were William Mellville, J. B. Hain and C. E. Bennett. On the first half Hain led, with Melville a good second and Bennett coming In the second half Melville came to the front and won in 3.00 2-5, Hain second. This is record time for Michigan.

One mile open. The prizes for this race was a gold and silver medal. On the home stretch J. D. Lamont and Osborne challenged for for first place, and they came under the wire in that order. Lamont winning in 3.08 4-5.

The half mile ride and run came next, and the prizes for this were a gold L. A. W. pin and a silver medal. The starters were E. W Walbourne of Woodstock, Ont.; William Melville city, and J. D. Lamont of Chatham, Ont. Melville and Lamont came up in good style to the dismounting point, Melville being about a yard ahead. They alighted gracefully and ran under the wire in the same order, Melville winning in 1.42. Walbourne came in about twenty yards behind the others. The five mile lap race was next called and in this the starters were J. D. Lamont, H. D. Osborne and J. B. Hain. This was to be contested on points, the one being first at the end of each lap counting three points, the second two and the third one. In the first three laps the order was Hain, Lamont, Osborne, then Osborne moved up to second place and they remained in that order for three more laps. At this juncture Hain eased up and allowed Osborne to lead in the remaining four laps. Lamont had been losing and he finished his ninth lap as Osborne finished his teuth. Osborne made the five miles in 19.57 3-4. Hain finished about one quarter behind Osborne and Lamont made his last lap in good style, coming under the wire at full speed ran into a small boy, and took a header, and was carried off unconscious, but soon revived. On counting points it was seen that J. B. Hain and Osborne had scored the highest, 24 each, and they were ordered to ride it off in a one lap dash. It was a fine race from beginning to end, and Hain bare won by about one yard. Time, 1.28 1-4. Another state record gone.

Consolation race was won by Will Strauple, G. F. Hain second.

THE BANQUET

was served at Sweet's Hotel, at 9 P. M., and some 200 ladies and gentlemen sat down.

The menu was up to the well-known reputation of Mine Host Johnson, and after same had been done justice to, Tostmaster F. H. Escott rapped the company to order and introduced Mayor Weston. The Chief Magistrate spoke words of welcome, and his speech was cheered to the echo. Retiring Chief Consul Johnson then made a very nice speech.

Then came singing by a male quartet, after which some of the City Fathers and others spoke, as also did President Kirkpatrick.

Secretary-Treasurer Beal then presented the prizes to the successful riders.

The Detroit Club, as having the largest club represented, was awarded the sliver bugle.

Chief Consul Johnson elect, then made a speech, and after that all was over and every one went away satisfied with the good time they had enjoyed. Solus.

OPENING OF THE FAIRFIELD, ME., BICYCLE TRACK.

Saturday, August 11th, was a red letter day for Maine wheelmen. The new cycle track at Fairfield was dedicated with some of the most exciting races ever seen in Maine. The new track is built on the Fairfield Driving Park on the inside of the pole, which makes it about two laps and one-third to a mile. The home stretch is twelve feet wide and gives a perfectly straight course for over a third of a mile. A large number of wheelmen were present. The races were one-mile State championship, half-mile dash and team race. The interest centred in the State championship race. R. T. Patten, of Skowhegan, has held this honor for three years, and had never been beaten in any race. Besides this rider were entered G. W. Ames, Captain Lewiston B. C.; F. H. Neal, Captain of Kennebec Ramblers, and C. F. Wyer, of the same club. On the start Patten took the lead, with Neal a close second, to the quarter, when he was displaced by Wyer, who pressed him hard till all turned into the home stretch, when Ames, who had kept in the rear made a tremendous spurt, passed the leaders easily, and finished a winner by thirty feet. The excitement was intense, and Ames was carried around the track on the shoulders of his friends. The prize was a magnificent medal in solid gold and blue enamel, and valued at fifty dollars; time, 3.37. The half-mile dash was won by Patten in 1.42; the team race by the Skowhegan team. These events have created

a boom in cycling in this part of the State, and extensive preparations have been commenced for a grand meeting in September.

The wheelmen of Fairfield, Waterville and the vicinity have formed a club of thirty lively riders under the name of the Kennebec Ramblers. F. H. Neal, of Fairfield, is Captain.

IT IS NOT THE "RAMBLERS' TOURNAMENT."

Editor Bicycling World: Knowing your desire to print only the truth, and all the truth, I wish to call your attention to the following misstatement in "Mercury's" letter from Buffalo, in July 27th issue of the WORLD. First, I presume the first four words of the opening sentence escaped the editorial eye (or they would have undoubtedly been blue-penciled), viz., "The Ramblers' World's Tournament." For the information of your readers who do not know, as you, Mr. Editor, do know, and who are asking why the old Buffalo Bicycle Club, with its glorious record of the past, having entertained the L. A. W. in 1885, the New York Division in 1886, and given no less than six succeesful tournaments of its own, has allowed this opportunity to slip through its fingers, I desire to state, the "World's Tournament" is *not* a club affair, but is entirely under the auspices of the Buffalo International Fair Association, who have employed Mr. H. E. Ducker, of world-wide reputation as a successful manager of cycling tournaments, as manager of *their* world's tournament; not the "Ramblers' tournament," nor the Buffalo's.

Another gross misstatement and of equal absurdity, is that "the Ramblers will have exclusive use of the track after the tournament." This track is on the grounds of the Fair Association, is built by the Association, is controlled by them absolutely, and is not by any means the private property of the Ramblers' Club. The truth of the matter is, and "Mercury" must know it, that members of the Buffalo and other clubs will be allowed to use it on presentation of membership tickets.

The recent publication of track officers for the tournament would seem to bear "Mercury" out in his statement that this is the "Ramblers' tournament." It was deemed advisable after due consultation with the officers of the Buffalo Bicycle Club and with their approval and consent that all the petty track offices should be given to the Ramblers. The Buffalo Club is the entertaining club, and will naturally have its hands full entertaining the New York State Division, as well as the thousands of other wheelmen whom we hope to see here. It was therefore thought no more than fair that the Ramblers should do their share of the work by attending to the races at the track.

The Buffalo Club some weeks ago invited all racing men, professional and amateur, to make the Buffalo Club house their headquarters while training for the tournament. This includes the gymnasium and bath privileges.

In conclusion let me add that the Buffalo Club has and will continue to aid the Fair Association in every possible manner to make this tournament a grand success.

The club recognizes the fact that the Fair Association is doing a great thing for cycling in Buffalo in building a permanent track, and in holding what will in all probability be the greatest tournament ever held. At the same time they do not propose to be ignored nor misrepresented by your Buffalo correspondent, just because he happens to be a member of a rival club and cannot distinguish between fair partisanship and truthfulness.

Fraternally, C. W. A.

COMING EVENTS.

August 15—Waiontha Bi. Club Races at Richfield Springs, N. Y.
Aug 18.-Michigan Division L. A. W. Meet at Grand Rapids.
August 25—Illinois Division Race Meet, Cheltenham Beach.
August 25— Races at Minneapolis, Minn.
August 30—New Castle, Pa. Races.
Sept. 3—New Jersey Athletic Club Races.
Sept. 4—Buffalo, Ten-mile Bicycle, National Championship Contest.
Sept. 4—Buffalo, two-mile Bicycle, New York State National Championship Contest.
Sept. 4—Buffalo, First Heat Bicycle, World's Professional Championship Contest.
Sept. 4—Buffalo, Annual Parade, New York State Division League of American Wheelmen.
Sept. 5—Buffalo, Annual Meeting New York State Division League of American Wheelmen.
Sept. 6—Buffalo, Three-mile Bicycle, National Championship Contest.
Sept. 6—Buffalo, Five-mile Bicycle, New York State Championship Contest.
Sept. 6—Buffalo, Second Heat Bicycle, World's Professional Championship Contest.
Sept. 7—BICYCLING WORLD 100-mile Road Race (amateurs only), from Erie, Pa., to Buffalo, N. Y. Entrance fee $1, to H. E. Ducker, 47 Chapin Block, Buffalo, N. Y.
Sept. 6—Bicycle Races at St. Louis under auspices of Knights and Ladies of Honor.
Sept. 8—Buffalo, Five-mile Tricycle, National Championship Contest.
Sept. 8—Buffalo, Final Heat Bicycle, World's Championship Contest.
Sept. 7—Lockport, N. Y., Wheelmen Races.
Sept. 10—San Francisco Club Race Meet.
Sept. 12, 13—Hartford Wheel Club Tournament.
Sept. 14, 15—New Jersey Division Meet, Roseville, N. J.
Sept. 14—Lousiana Division Meet and Tournament at New Orleans.
Sept. 22—Eastern Road Club Road Race, 25 miles; start from Brighton, Mass.
Sept. 29—Tioga Club, Philadelphia, Race Meet.
Sept. 25—Rhode Island Division Meet at Providence, R. I.
Sept. 27, 28, 27—Kansas City Exposition. Missouri Div. Meet at same place.
October 6—Orange Athletic Club at Roseville, N. J.
Oct. 23, 24—Richmond, Va., Bicycle Tournament. Address L. B. Enslow, P. O. Box 372.

Club and Racing Associations,

TAKE NOTICE.

THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

"SENATOR" MORGAN,

Manager International Team.

Care Bicycling World Co., 12 Pearl Street, Boston.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

MEMBERSHIP, SEPT. 1, 1888.

The list herewith gives the total membership of the L. A. W. by States up to and including date, September 1.

It is published at this time for the benefit of State Officials who are entitled to choose delegates to the National Assembly under Section 4 of Article 4 of the Constitution.

"Sect. 4. Each Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one delegate for each two hundred members upon its roll on September 1st. Such delegates, together with the Chief Consuls of Divisions and Subdivisions and Vice-Consuls, shall constitute the National Assembly of the League of American Wheelmen."

In connection with the totals to Sept. 1, we present the total membership obtained by each State during 1887. This may tickle the vanity of those States that are ahead of last year's record, and spur to action those who have fallen behind.

	1887.	Sept. 1.	Del.
Alabama	7	12	..
Arizona	2	3	..
Arkansas	12	11	..
California	344	379	1
Colorado	46	47	..
Connecticut	642	442	2
Dakota	20	10	..
Delaware	37	44	..
Dist. of Columbia	101	130	..
Florida	12	16	..
Georgia	29	15	..
Illinois	635	680	3
Indiana	235	191	..
Iowa	150	156	..
Kansas	180	112	..
Kentucky	98	85	..
Louisiana	71	50	..
Maine	129	124	..
Maryland	289	432	2
Massachusetts	1,328	1,175	5
Michigan	278	331	1
Minnesota	108	106	.
Mississippi	3	12	..
Missouri	368	324	1
Montana	5	2	..
Nebraska	115	90	..
New Hampshire	134	100	..
New Jersey	865	693	3
New Mexico	2	6	..
New York	2,317	2,301	11
North Carolina	10	5	..
Ohio	940	877	4
Oregon	2	..	..
Pennsylvania	1,730	1,384	6
Rhode Island	179	239	1
South Carolina	2	7	..
Tennessee	85	58	..
Texas	23	25	..
Utah	14	10	..
Vermont	92	57	..
Virginia	80	101	..
West Virginia	50	35	..
Wisconsin	88	82	..
Wyoming	42	1	..
Washington	..	1	..
Bermuda	1	1	..
Canada	9	9	..
England	4	4	..
Nova Scotia	4	4	..
Switzerland	..	1	..
Total	11,939	11,022	10

The National Assembly will be composed as follows:

Chief Consuls	29
Vice Consuls	17
Delegates	40
Officers and Chairmen of Standing Committees	11
	97

It may occur that a Chief Consul or Vice Consul will be also an Officer or a Committee Chairman. In that case the total above will be reduced.

BENJAMIN MILLER appeared before Judge Stoneman, of Cedar Rapids, Iowa, on Tuesday of last week, to show cause why he should not be fined for frightening a horse with his bicycle, causing the animal to break from the control of his driver and upset the buggy to which he was attached, throwing the occupants, a lady and gentleman, against a barb wire fence, fortunately, however, injuring neither of them.

The *Republican* says; "The evidence disclosing nothing to charge the young man with criminal carelessness, he was discharged, the judge delivering an opinion, which, on account of its interest to a considerable class of our citizens, we append, as follows:

The rider of a bicycle has the same rights in the public streets of this city as the driver of any other vehicle and no greater right. He has the right to peaceably and in a prudent manner, and with a reasonable rate of speed, to travel along the highway. He is, alike with the driver of other vehicles, liable for all damrge, or injury to person or property of others, caused by his negligent conduct. He has the right to use the street for travel, not for circular evolutions, crossing the street to and fro, so as to interfere with the free use of the same by other travellers. The rider of a bicycle has no right to use the sidewalks of a street, to drive his bicycle, no more than a drayman would to use the sidewalk to drive his dray thereon. The ordinances of the city prohibiting using the sidewalk for the traveling of vehicles, applies to both alike. Persons violating this ordinance are liable to a fine not exceeding $100"

Virginia Election.

The following is the result of the balloting in Virginia:

Total vote cast for Chief Consul.....29
Total vote cast for Secretary-Treasurer.....29
For Chief Consul, J. C. Carroll of Norfolk.....29
For Secretary-Treas., A. K. Schaap, Richmond.29

ABBOT BASSETT, Scrutineer.

Connecticut Division Election.

For Chief Consul—C. E. Lacom, New Haven.....*04
T. S. Rust, Meriden..... 5
L. A. Tracy, Hartford 4
For Vice Consul—C. L. Brockway, Middletown....*70
For Sec.-Treas.—E. A. DeBlois, Hartford.....*05
D. J. Post, " 8
For Representatives—W. H. Squire, Meriden.....*67
W. T. Williams, Yantic....*67
C. D. Knox, Lime Rock....*63
D. J. Post, Hartford.....*68
A. G. Gruendler, Hartford.. 2
C. H. Moore, New Britain.. 1
Wm. Collins, Meriden..... 1
Calhoun Latham, Bridgeport. 1

*Elected.

Above is the result of the mail vote for the election of Division officers for the year beginning Sept. 1, '88.

H. C. WARD, Chairman Rules,
E. B. GAGE, Chairman R. & P.,
D. J. POST, Sec.-Treas.,
Committee.

Pennsylvania Election.

The following is the result of the election in Pennsylvania:

Chief Consul—Geo. A. Jessup, Scranton.....305
Jno. A. Wells, Philadelphia..... 1
Vice Consul—W. R Tucker, Philadelphia.....306
Secretary-Treas.—J. G. Carpenter, Wilkes-Barre..305
V. Gilpin Robinson, Media..... 1
Reps.—1, G. N. Osborne, Philadelphia.....303
2, Kirk Brown, Philadelphia.....302
3, S. H. Murray, Sewickley..... 304
4, J. B. Kearcher, Pittsburg.....302
5, Ira A. Dayton, Williamsport.....298
6, S. A. Boyle, Harrisburg.....304
7, J. G. Carpenter, Wilkes-Barre.....302
8, D. K. Trimmer, York 304
9, K. W. Terry, New Castle.....303
10, E. L. Russell, Blossburg..... 303
11, W. S. Winterstein, Bethlehem... 280
12, John J. Van Nort, Scranton.....301
Total number of votes cast..... 306

J. G. CARPENTER, Sec.-Treas.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Holyoke Bicycle Club, Holyoke, Mass—E. C. Clarke.

Baltimore Cycle Club, Baltimore, Md.—Chas. E. Sadtler and Harry F. Seving.

Rambler Cycle Club, Baltimore, Md.—George Hagerty.

United Wheelmen, Kansas City, Mo.—John A. De Tar..

Middletown Wheel Club, Middletown, Conn.—Arthur H. Rutty.

Owl Bicycle Club, Bordentown, N. J.—Fred G. Wiese.

Orange Wanderers, Orange, N. J.—Dr. R. M. Sanger.

New Jersey Election.

The committee appointed by the Chief Consul to count the mail vote in this division has reported to me as follows:

Total number of votes cast..... 193
Dr. J. H. Cooley for Chief Consul received..190
Dr. G. Carleton Brown, Vice Consul.....192
Robinson Pound, Sec.-Treas.....193
John B. Lunger, Representative.....193
Frank Eveland, " 193
W. B. Banker, " 193
Dr. F. A. Kinch, Jr., " 192
E. F. Burns, " 193
Henry B. Thomas, " 191
Dr. R. M. Sanger, " 1

Yours very respectfully, ROBINSON POUND,
Sec.-Treas. New Jersey Div.

Iowa Election.

Your committee to canvass mail vote have met, opened and counted same, and beg to report as follows

Total number voting.....81
For Chief Consul—R. L. Thompson.....70
For Vice Consul—C. W. Dibble.....80
J. F. Rall..... 1
For Repre'tatives—H. L. Chase.....80
For Sec.-Treas. H. B. Cropper.....65
I. C. Parsons.....14
J. F. Rall..... 2

Respectfully submitted,
CHARLES DIXON,
A. L. HARTSHORN,
J. F. RALL, Sec. Treas.,
Committee.

Missouri Election.

The undersigned, committee appointed to canvass the votes cast for officers of this division, beg leave to report the election of the following ticket:

Chief Consul, W. M. Brewster; Vice Consul, F. J. Suda; Representatives, G. W. Boswell, George A. Case, H. G. Stuart; Secretary-Treasurer, J. A. Lewis. Committees—Rights and Privileges, A. C. Stewart, Chairman, 8th and Locust streets, St. Louis, A. Moore Berry, T. McNeil; Touring, Robert Holm, Chairman, care Anheuser-Busch, St. Louis, Charles J. Case, Carthage, L. H. Parsons, Edina, J. H. Kelly, Sedalia, J. M. Tryon, Kansas City; Racing, Walter Wylie, Chairman, 9th and Locust streets, St. Louis, A. M. Lewis, E. A. Clifford, E. N. Sanders, E. A. Smith.

Yours truly, G. W. BOSWELL,
F. J. SUDA,
E. B. KIDSON,
Canvassing Committee.

Maryland Election.

In accordance with Art. IV., Sect. 2, of the Constitution of the L. A. W., the annual election of officers for the Maryland Division was held on the 17th inst., with the following result: Chief Consul, Albert Mott of Baltimore; Vice Consul, Gen. F. Updegraff, of Hagerstown; Secretary-Treasurer, G. W. H. Carr, of

Baltimore; First Representative, C. H. Eisenbrandt, of Baltimore; Second Representative, W. L. Seabrook, of Westminster; Third Representative, H. W. Barrington, of Baltimore. There were 161 ballots cast, of which Mr. Mott received 156; the rest were scattering. Fraternally yours,

R. M. LOCKWOOD,
Sec.-Treas. Md. Div. L. A. W.

Kentucky Election.

The annual election for L. A. W. officers for the State of Kentucky for the year 1888-89 resulted as follows: Chief Consul, Ed. H. Croninger, of Covington, Ky., and Secretary-Treasurer, Al. M. Watcher, of Covington, Ky. Yours truly,

ANDREW J. LAMB,
C. F. JOHNSTON,
J. F. ADAMS,
Nominating Committee.

Wisconsin Election.

The following are the officers elected for the coming year for Wisconsin Division: Chief Consul, Jay A. Hinman; Secretary-Treasurer, J. H. Bloedel; Representative, F. K. Bull

JAY A. HINMAN, Sec't.-Treas.

Transportation Arrangements.

To the Annual Meeting, New York Division, L. A. W., and the World's Championship Tournament, to be held at Buffalo, Sept. 4th to 8th:

For Boston and Vicinity.

Wheelmen from Boston and vicinity who desire to attend the above meeting can make arrangements by conferring with A. A. Smith, 300 Washington street, Boston, who will do everything in his power to make the journey pleasant and provide ample accommodations, both as regards sleeping cars and special baggage car for wheels.

A special rate of $10.65 from Boston to Buffalo and return has been secured. The sale of tickets will commence on September 1st, and will be good to return until up to and including the 15th.

The most desirable train to use will be the one leaving Boston at 3 P. M. by the Fitchburg Railroad on the 1st, 2d and 3d, which will connect with the wheelmen's trains on the West Shore Railroad, arriving at Buffalo at 7 A. M.

New York City and Vicinity.

Wheelmen residing in New York City, Brooklyn, N. Y., Jersey City, Newark, N. J., New Haven, Conn., Bridgeport, and other cities near New York, will find it to their advantage to use the special accommodations provided by the West Shore Railroad for wheelmen, who attend the meeting and tournament. Arrangements have been made with the West Shore Railroad to attach special baggage and sleeping cars to their fast trains leaving New York City on September 1st, 2d and 3d, at 5.40 P. M., from foot of Jay street, and 6.00 P. M. from foot of West 42d street, for our accommodation. Full particulars as to rates of fare, etc., will be furnished promptly on application to me.

GEO. R. BIDWELL,
313 West 58th street, New York.
For Transportation Committee.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 153—Total 106—11,128.

BOSTON, Aug. 24, 1888.

ALABAMA—1—13.

Unattached.

20354 Eyman, H. E., 319 Mont'y st., Montgomery

CALIFORNIA DIVISION—2—381.

Unattached.

20284 Emmons, Harold, Box 72, Alameda
20285 Emmons, Mrs. Harold, Box 72, "

DELAWARE DIVISION—1—45.

Wilmington Wheel Club.

20312 Moore, Geo. B., 801 Washington st., Wilmington

DISTRICT OF COLUMBIA DIVISION—13—143

Capital Bi. Club.

20320 Owen, Herbert S., 1406 N. Y. ave., N. W., Washington

Unattached.

20299 Sibley, Francis E., 705 15 st., N. W., "
20313 Bernays, Prof. R. C., 1136 12th st., N. W., Washington
20314 Brumbaugh, G. M., 918 Mass ave., N. W., Washington
20315 Dakin, Ben, 1308 Penn. ave., N. W., "
20316 Hardy, W. B., 1411 G st., N. W., "
20317 Knapp, Gen. W. A., 933 N. Y. ave., N. W., Washington
20318 Lee, A. H., 611 Penn. ave., S. E., "
20319 Lyon, Frank, Interstate Com. "
20321 Spooner, Mrs. Grace E. 031 2d st., N. E., Washington
20322 Steiger, Geo., 1636 15th st., N. W. "
20323 Rosenberg, E. F. 613 15th st., N. W., "
20371 Fague, G. M., 1515 H st., N. W., "

ILLINOIS DIVISION—10—690.

Illinois Cycling Club.

20336 Newman, Edgar M., 220 Ohio st., Chicago
20326 Ambler, H. C., 1166 Monroe st., "
20327 Shaw, A. Fred, 377 Washn. Boul, "

Ft. Dearborn Bi. Club.

20328 Hering, Albert, Weber Music Hall, Chicago
20338 Gwinn, J. M. 199 Clark st., "

Champaign Cycling Club.

20300 Waite, M. B., Champaign

Unattached.

20325 Cowen, Martin. 78 Randolph st., Chicago
20329 Campbell, R. W., 11 So. Jefferson st., "
20330 Voge, Richard, 260 So. Halsted st., "
20337 Norton, E. J., Macomb

IOWA DIVISION—9—106

Bend City Wheelmen.

20381 Babcock, J. E., Muscatine
20382 Beach, Fred, 412 Iowa ave., "
20383 Bishop, Will F., "
20384 Crossman, L. C., "
20385 Dolsen, Frank T., "
20386 Mahin, J. Lee, "
20387 Richie, E. J., "
20388 Stober, Geo. W. "

Unattached.

20355 Head, M. M., Jefferson

KANSAS DIVISION—1—143.

Unattached.

20339 Steinbuchel, Herman, 113 N. Main st., Wichita

KENTUCKY DIVISION—1—86.

Unattached.

20324 Ropke, August, 734 2d st., Louisville

MAINE DIVISION—4—128.

York Co. Wheelmen.

20301 Bryant, Robert. Biddeford
20302 Cross, Lewis W., "
20303 Andrews, Arthur W., Saco
20304 Sampson, E. P., "

MARYLAND DIVISION—10—442.

Maryland Bi. Club.

20340 Dufur, W. G., 113 N. Howard st., Baltimore
20341 Wyeth, C. M., Charles and Lombard sts., "
20342 Wyeth, W. N., Jr., Charles and Lombard sts., Baltimore

Baltimore Cycle Club.

20343 Arnold, J. Albert, 121 Light st., "

Unattached.

20344 Herring, Edwin F. 255 W. Hoffman st., "
20288 Kennedy, John A., Frederick City
20356 Hanson, C. F., Box 851, Baltimore
20357 Mulliken, B. Frank, 1909 McCulloh st., "
20358 Mulliken, Harwood F., 1909 " "
20359 Mulliken, Wm. H., 1909 " "

MASSACHUSETTS DIVISION—7—1183.

Newton Bi. Club.

20306 Hall, Louis A., Box 150, Newton

Unattached.

20331 Clark, Dwight, 7 Park st., Boston
20332 Clark, John S., Jr., 7 Park st., "
20305 Fleming, John F., Brookline
20286 Hockaday, Frank H., Mattapan
20287 Heald, W. H., Sandwich
20360 Taylor, Gordon H., East Cambridge

MICHIGAN DIVISION—5—336.

Grand Rapids Bi. Club.

20333 McQuewan, Chas., Widdecomb Bldg., Grand Rapids
20334 Raven, A. A., 109 So. Division st., "

Unattached.

20289 Broom, J. W., G. R. and I. R. R., "
20367 Adams, F. S., G. R. Soap Co., "
20368 Rowland, Chas. H., 110 Monroe st., "

MISSOURI DIVISION—4—328.

Missouri Bi. Club.

20290 McGinnitiz, Walter F., 3d Natl. Bank, St. Louis

Unattached.

20345 Barnard, E. F., 3134 Lafayette ave., "
20291 Miller, H. A., Lancaster
20361 Sparling, Dr. G. A., Kirksville

NEW HAMPSHIRE DIVISION—1—101.

Nashua Cycle Club.

20307 Neff, Fred S., 137 Main st., Nashua

NEW JERSEY DIVISION—2—695.

Unattached.

20229 Sloane, T. O'Conor, South Orange
20372 Ewen, Harry P., 624 Royden st., Camden

NEW YORK DIVISION—16—2318.

Riverside Wheelmen.

20292 Jackson, E. A., 195 Broadway, New York

Waiontha B. Club.

20369 Shoemaker, Wm. D, Richfield Springs

Long Island Wheelmen.

20373 Kimball, L. W., 102 Ft. Green pl., Brooklyn
20374 Palamedo. Ulrico, 201 Sterling pl., "
20375 Smith, G. W., 656 Fulton st., "

Brooklyn United Wheelmen.

20376 Wurzler, Seymour B.. Box 143, "

West End Bi. Club.

20377 Barnes, G. E., 4 Johnson Park, Rochester

Unattached.

20346 Kent, H. F., 197 Court st., Binghamton
20347 Kent, W. E., 197 Court st., "
20348 Weeks, E. R., 35 Court st.. "
20293 Travis, Fred, Canastota
20308 Brownell, Aden H., Harding & Booth, Hornellsville
20309 Miller, Leon S., Lowville
20294 Mahoney, Wm. M., Box 299, Niagara Falls
20362 Kittle, Alonzo D., Blauvelt
20370 Green, E. C., Sherman

OHIO DIVISION—6—883.

Fayette Wheelmen.

20295 Baker, M. O., Washington

Central Wheelmen.

20378 Gerstle, Jos., 291 Findlay st., Cincinnati

Unattached.

20349 Keighley, S. N., Box 325, West Alexandria
20364 Thew, J. B., Marion
20363 Compton, Orville, Gilboa
20365 Laubie, Ralph W., Salem

PENNSYLVANIA DIVISION—8—1392.

Emporium Bi. Club.

20310 Wiley, Lyman, Emporium

Harrisburg Wheel Club.

20350 Schooley, Wm. G., Harrisburg

Mt. Vernon Wheelmen.

20296 Henderson, Elmer E., 2128 Park ave., Philadelphia

Juniata Wheelmen.

20379 Willison, A. C., Cumberland

Unattached.

20335 Bridgens, Jas. F., Lock Haven
20311 Troy, W. B., cor. 9 and Penn., Pittsburg
20297 Gossler, Geo. E., 1425 Filbert, Philadelphia
20360 Crall, S. B., 529 Arch st., "

SOUTH CAROLINA—1—8.

Unattached.

20298 Baird, Wm. John, 370 King st., Charleston

WISCONSIN DIVISION—4—80.

Unattached.

20351 Simonds, W. I.., Milwaukee
20352 Wheeler, R. P., "
20353 Miller, H. R., "
20380 Morris, E. K., 36th st., near Grand ave., "

Form No. 1

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Number 19.

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The National Association says: "They make the best Uniforms."

Well, then, we're going to back up their say-so by making the best, and not one that doesn't deserve over and over the name of The Best Bicycling Uniform to be got. Yes, you'll say yourself: It's the best to be got anywhere.

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FOR SALE—A 50-inch Volunteer Columbia; in first class condition; ridden only 3 months. $80 cash takes it. Ball bearings all round. M. R. DAVIES, Bala, Kans.

WANTED—Two Victor Light Roadster Bicycles, in good condition; 50 and 54-inch. Address C. E. DONNELLEY, Unadilla, Otsego Co., N. Y.

FOR SALE—A Victor Safety Bicycle, 1888 pattern; used but little. Address Box 94, West Newton, Mass.



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON,
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Cut 1-4 size.



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires.

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HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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Attention.

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Dentist,
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Will send by mail on receipt of price. Send size of Waist and Hip.

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Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

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ON WHAT.
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WHAT NEXT.
Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

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A SUPERB LIGHT ROADSTER.

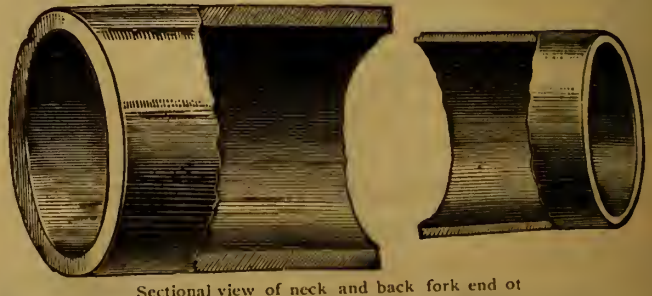
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1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.

Specialties Found in No Other Wheel.



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giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



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No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.
GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 7 SEPTEMBER, 1888.

WE give the results this issue of all the races at Buffalo. We have not space or time at this writing to give more than a hasty resume of the events. A remarkable feature of the races shows that the old-time "stars" have seen their day. Crist, Hall, Jr., Brown, Foster, have been put back by Windle, Midgeley and McCune. The professional events also have upset our forecasts, as Temple, Allard and Lee have not come up on top as often and easily as we expected. Lack of condition and bad results from the water may have had something to do with Temple's failure to show to the front better. After the smoke of the battle has cleared away we can analyze the causes and effects and give our views. In the meantime we have scarce time to get our breath preparatory to the Hartford meet. [LATER—As per special dispatch in another column the fourth day's races have been postponed on account of rain to Monday, Sept. 10, at 10 A. M.]

MR. WELLS REPLIES TO "LINNEUS."

Editor of Bicycling World: I am very much surprised that you should have published in your issue of August 10 the severe charge made by your St. Louis correspondent,—that I had forged the telegram from E. N. Beach.

To those who know the "A. B. Brewing Assn." who writes under the signature of "Linneus," it is unnecessary to state that he is at all times ready to make use of falsity when it serves his purpose better than truth.

I inclose the original telegram and envelope as it was received by me; and if you have any doubts as to its authenticity, it will be very easy for you to have the handwriting and wording of the telegram identified at the office where it was received.

I should not suppose that a correspondent who would be guilty of such wilful and deliberate slander would be of any further use to you, but of course you are the best judge of this.

If you satisfy yourself that this telegram is genuine, I trust that you will see that the apology of your correspondent is as public and as plainly expressed as was the slander. Yours very truly,

JOHN A. WELLS.

[Since receiving the above we have investigated the matter under discussion. We hasten, in justice to Mr. Wells, to state that we have seen the original telegram received by that gentleman from Mr. Beach, and it reads: "*Meet* Greenwood here. Have wired him to leave Monday night." This telegram bears date July 29. We at once communicated with "Linneus," asking for an explanation. He sends us copy of original telegram to Mr. Wells, which reads: "*We need* Greenwood here. Have wired him to leave Monday night." The italics are ours in both cases, and the discrepancy in the first words of the wire shows that the fault is in the telegraph office, in sending the word "meet" instead of "we need," as written by Mr. Beach. We regret that we did not investigate before we printed "Linneus's" accusation. On the other hand, "Linneus" is not to blame for believing that the telegram received by Mr. Wells was worded the same as that sent by Mr. Beach.—ED.]

ALL READY AT HARTFORD.

Editor Bicycling World: After a month of active preparation the Hartford Wheel Club announces all things in readiness for what seems destined to be the most brilliant of the long series of Hartford tournaments. Under the able leadership of Joseph Goodman, the various committees having the many details in charge, seem to have left nothing undone to make the affair a thorough success in every particular. Especially excellent arrangements are completed for the reception and entertainment for racing men and other visiting wheelmen, and nothing will be wanting for their comfort and convenience. The reception committee of twelve has been carefully selected, and all incoming trains, up to noon on the first day of the races, will be met by a detachment to look after arrivals. The town and surrounding country has been extensively billed for a fortnight past, public interest in the events is everywhere manifested, and with good weather ten thousand spectators are expected for two days.

The parade on the forenoon of the 12th, promises to be a pleasant feature of the meet. Invitations to clubs have been accepted to an unexpected extent, and delegations from the Boston Club, under Dr. Kendall, and from the Citizens of New York, under Elliott Mason, who, by the way, has ridden in every previous Hartford parade, have announced their coming, as well as clubs from Springfield and throughout Connecticut. The unattached from all quarters will be welcomed and assigned to a special division.

Entries for the professional events include W. A. Rowe, Jules Dubois, of Paris; Jack Lee and F. W. Allard, of England; W. M. Woodside, Temple, the phenomenal; H. G. Crocker, Bob Neilson, W. F. Knapp and others. Among the amateurs are Foster, Crist, Brown, Kingsland, Windle, Midgeley, all widely known, and a host of lesser lights. Fancy riding will be done each day by W. S. Maltby. "CHARTER OAK."

TRANSPORTATION TO HARTFORD.

New York wheelmen desiring to attend the Hartford Tournament can avail themselves of the following accommodations:

By water, leave New York at 4 P. M. by Hartford boat, reaching Hartford next morning; or by New Haven boat, leaving at 11 P. M., connecting with morning train out of New Haven, reaching Hartford at 8.13 A. M.

By rail, leave Grand Central Depot at 11 A. M., and arrive in Hartford in time for the races.

Special rates have been made with the New York, New Haven and Hartford Railroad as follows:

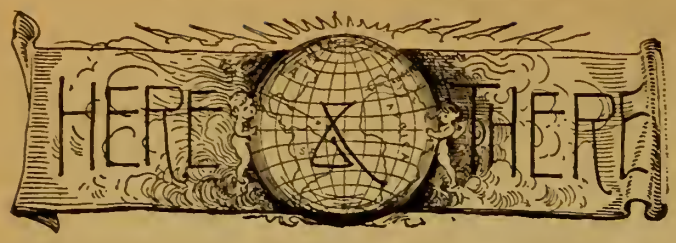
From Springfield to Hartford and return, with admittance to Park, $1.50; from Meriden to Hartford and return, with admittance to Park, $1.00. Respectfully, JOSEPH GOODMAN,
Chairman Race Committee.

ON TO HARTFORD.

CAPTAIN KENDALL, of the Boston Club, is desirous of getting up a party to attend the Hartford Tournament. The indefatigable Captain writes us: "We are to leave Boston on the evening of the 11th in an excursion car, which will be 'side-tracked' at Hartford, and in which we will live and entertain callers in the 'Boston style' during our stay. Several members of the Cambridge, Chelsea, Boston and other clubs have already signified their intention of joining this party. There are a few unengaged berths, which can be secured by addressing Dr. W. G. Kendall, 176 Tremont street. Return on the evening of the 13th."

Trains leave Boston at 8.30 A. M., 10.00 A. M., 3.00 P. M., 7.00 P. M., 11.30 P. M., arriving in Hartford in about 4 hours.

Messrs. Kendall, Seward, Robinson, Newman and others of the Boston party would be pleased to entertain any callers at their "special car" while at Hartford.



NOTES BY THE "CAVILER."

My failure to attend the Buffalo meet has been the cause of much disappointment to myself, and no end of grief to a host of admirers. Perhaps this is not a very modest statement, but I have been told by so many that it is true, and it is so pleasant to think so, that my struggles not to believe it have been all in vain. I had some refreshments with Dr. Emery one day last week, and I promised him that I would make one of the party to occupy his special car. The Doctor worked hard to get up this party, and the success which has apparently crowned his efforts, is well deserved. I am told that they had a very jolly time, including a smashup, for having bought the car, their fun making was unrestrained.

There were a lot of "good spirits," as Dr. Kendall would say, aboard the car. There was Chief Consul Davol, of Rhode Island, who stands almost unrivalled as a story teller, and he brought some boys with him, who could hold their ends up in the story line, as well as sing a first-class song. Another of the party who added much to its jollity was Charles F. Joy, of the Pope Mfg. Co. Austerity and dignity stand out all over Joy, during business hours, but get him off with the boys, and you wouldn't ask for a more congenial companion. Some years ago he won fame, if not fortune, behind the foot lights, and to-day he can spin a yarn like an old time minstrel star. Joy is a great friend of Emery's, and they run each other hard in the fun-making line. The Doctor is something of a comedian himself.

Larry Overman was another of the "good spirits." When not engaged in helping along mirth, he chatted with E. W. Pope in the most friendly way on cycling topics. The Popes and the Overmans seem to be first-class friends since they have given up fighting each other in the courts. Charley Howard, of the *Globe*, was, of course, of the party. Wherever the wheelmen are, Charley is sure to be. Howard has grown *blase* of late, since his return from the Azores. There were other weeelmen from other towns, about 30 in all, and I would have given a good deal to have been with them, and chronicled their doings in the World. All that I know about them is learned from a letter I received this morning from one of their number.

My correspondent writes me that they have, by energetic personal efforts, managed to have a very good time at the meet. The Buffalo Club men have tried to make things pleasant for the visitors, but they are for the most part business men, and it could not be expected that they should devote a great deal of their time to the cyclers. The races do not seem to have been particularly interesting. The newspaper reports state that gales of wind prevailed throughout the contests. I once lived in Buffalo for several months, and know all about a Buffalo breeze. I remember an occasion a few years ago, when I was going from Buffalo to Cleveland, on the Lake Shore road. We had been out of Buffalo a few hours, and were running along the shores of the lake, when notwithstanding that the locomotive attached to our train was one of the most powerful on the road, the wind, which had risen to a gale, swept us back over our course seven miles, and it is likely that we would have been forced into the city and done awful damage to life and property had not the rail road officials been informed by telegraph of our situation, and sent five of their best locomotives to the rescue. It is not to be supposed that a racing cyclist could make much time against such zephyrs.

ST. LOUIS.

"LINNEUS."

Speaking to Hal. Greenwood a few evenings ago, I was surprised to hear that he had not received the medal for the hill climbing championship from Wells, nor had he received money for his expenses incurred here and in going to Eagle Rock Hill. It is now over a month ago that the affair took place, and it seems to me it is about time a settlement was made.

The Cycle Club at present has 105 members, and is steadily growing. Walter Wylie, ex-captain, resigned from the club a few meetings back, and I understand has given up wheeling for the present.

It will perhaps be a matter of news to most of your readers to know that A. A. McCurdy, once the champion long-distance rider, and lately a champion fakir, has enlisted in the United States army, and is now stationed at Jefferson Barracks.

A number of riders have been over the St. Charles rock road lately, and report it as being in better condition than it has been for years, and runs are now in order to that city. Reckless coasting caused a bad accident on this road on the last day of the Marvin camp-meeting.

The new officers of the division take charge September 1, and the Touring Board is anxious to receive road reports from the counties unreported in the present hand-book, as well as from those that are. All communications addressed to the chairman will be thankfully received, and receive prompt attention.

The St. Louis County Court has just passed an ordinance to extend Lindell avenue boulevard from Union avenue, its present terminus, westwardly to Clayton, a distance of about six miles. As soon as the improvement is made we will have a ten-mile boulevard that will compare with anything in the country.

Capt. Lewis, of the Missouris, has called the De Soto run for Sunday, September 2, and present indications assure a large attendance. Among those that will do the "mountains" are C. C. Brewster, Alex. and Abe. Lewis, Prof. Stone, S. C. Bulkley, C. C. Hildebrand, Colcord, Holm, Barnard and Dornitzer.

Senator Morgan's "ad." in your paper has caused some talk of a race meet, but as yet the matter has not taken shape. I can't, for the life of me see why a well-conducted race meet should not pay. I think if the Senator approaches Chas. Green, President of the fair grounds, in the right way, negotiations looking toward a race meet can be inaugurated.

Prof. Stone and Mr. L. C. Bulkley, of the Missouri Club, have been doing some hard riding lately. It is but a few weeks ago that I chronicled a trip to De Soto, and last week they took the boat to Clarksville, and did some tall riding over the gravelly roads of Pike county. Prof. Stone covered 105 miles, visiting Louisiana, Paynesville, Bowling Green and Astley, although all roads travelled over were in fair shape. Mr. Bulkley covered 85 miles, which is a good record, considering that he only began riding this year.

The table of comparative League memberships in the various states in last week's Bicycling World-Bulletin shows Missouri to be 40 members behind last year's figures. Every member who takes any pride in the division should spare no pains to see that this discrepancy is made up. In looking over the list, I find that the little Nutmeg State has lost 200 members. Poor old Connecticut! By the way, the four members in list of August 24 were all secured by *one* of the representatives. What has become of the officers in charge of the Kansas City and St. Joe districts?

The Missouri Division meet at Kansas City is absorbing a good deal of our cyclers' attention, and both the Missouri and Cycle Clubs promise to send quite a delegation to attend. A number of requests for rates, etc., have already been received from Sedalia, Clinton and other towns, which will no doubt be arranged shortly. Percy Stone, George Tivey, Ed. Smith, George Metlig and Harry Gordon will represent our racing contingent. The promoters of this meeting wish to make it a big success, and every member of the division should make it his business to attend. Later—a fare of $1.13 for the round trip has been secured from all points in the State.

NEW ORLEANS.

"BI."

The date of the Division race meet has been changed from the 14th to the 28th of September, and the following programme decided on: One mile novice; one mile championship of the South, open to all; Louisiana Cycling Club championship, one mile; Race for boys under 16, wheels not over 42 inches; one mile for the State championship: one mile safety; New Orleans Bicycle Club championship, one mile; one mile handicap; two and a half mile lap race, open; one hundred yards slow race, open; one mile consolation, open. The entries open September 3, and close on the 26th.

The meet will be on last year's liberal scale, complimentary, and 6000 invitations will be issued. Riders from Memphis, Atlanta and Little Rock are expected, and we hope to even better last year's glorious showing. The medal for the one mile championship of the South is a beauty, and is a donation from Chief Consul Hodgson.

A TEAM race will also probably be added to the programme, the Louisiana Cycling Club announcing that it will throw down the gauntlet to the New Orleans Bicycling Club. The N. O. B. C. literally wiped up the earth with L. C. C. team of last year but one man of the latter team finishing. Matters have changed somewhat during the last year, however, and the Louisianas feel that they can now put forward a team that can hustle a little bit.

QUITE a fight is being made for the Division Secretary-Treasurership. Two canditates, W. H. Renaud, of the Louisiana Cycling Club, and H. W. Fairfax of the N. O. B, C., are in the field, and both sides are working like good boys, and giving us more real excitement than we've had in a long while. The election takes place September 4th, and we anticipate more fun than we've had since our "yaller dorg" died.

PRESIDENT RENAUD of the Cycling Club now rides a "goat" of the "Club" variety, and has taken the agency for that machine.

WE have here in New Orleans one of the disenfranchised League men of whom Secretary Bassett recently made note. He moved here during the year from another State, and is very hot under the collar, because of his inability to vote at the election next week.

THE Louisiana Cycling Club takes in Bay St. Louis, Miss., next Sunday.

CHIEF CONSUL HODGSON has appointed the following Division Racing Board for the ensuing year: R, P. Randall (chairman), E. A. Shields, W. H. Renaud, R. G. Betts, C. H. Fenner.

THE weather has been simply "beastly" for the past six weeks. Rain every day and the roads are in a horrible shape, and extended runs at a decided discount.

PORKOPOLIS NOTES.

"*STAR.*"

IT is rumored that "Toot" High, who thinks nothing of climbing Crescent avenue before breakfast, proposes, now that "Onkel" is away on an extended Southern tour, to challenge the wheelmen of this vicinity to a hill-climbing contest, and promises that if he is defeated, that during the next year he will take the pictures of wheelmen, gratis.

IT is said that Joe Hosea recently made a remarkable run of 300 points at billiards.

WONDER why those ruts in the Montgomery pike, between the city and Norwood, are not filled with broken stone!

A. C. PIPER has been so badly *Maim-ed* that he has disposed of his ordinary, and, for this season at least, given up riding.

TOM SCHULTZ says that he recently tried to push a loaded wagon up Gilbert avenue, but the driver objected to the pace as being too hot for his horses.

A. B. NORTON, when asked a short time ago what his initials stood for, absent mindedly replied "Air Brake," and then wondered why everybody laughed.

THE readers of that squib in the *Enquirer* of Aug. 19, in which a certain modest and retiring local cyclist was described as a "professional trick Star rider," are left in doubt as to whether it is the wheel or rider that is tricky.

SEVERAL excited wheelmen who "precipitated" in the parade at the opening of the Centennial on July 4, are hunting for the individual who suggested that the Expo. Commissioners set apart a day for a wheelmen's parade.

THE bicycle editor of the *Commercial Gazette* should have waited till all the returns were in before declaring that Charley Stevens was the first one to climb Forest avenue on a safety. It was climbed a month previously by the "great and only" Tom Schultz.

SPEAKING of new routes, the Paddack Road, which branches off to the left from the Reading Road, about 300 yards beyond where the horse cars turn off, and which runs through Bond Hill, is a pleasant route, via Eden Park and Walnut Hills, to Carthage and points beyond. By it the bad streets of Cumminsville can be avoided, whilst the distance is not much, if any greater.

THE C. B. C. seems to have satisfactorily solved the problem, how to derive the greatest benefit from the use of the wheel, for, leaving scorching and long runs to those who delight in boasting of their achievements, they jog along at an easy pace, making occasional stops to enable weak riders to get their "breathe," and arrive at their destination in ample time for dinner. After a hearty meal and several hours' rest, they leisurely return, thus obviating that "broken up" feeling so commonly experienced on Monday morning.

THE pernicious habit of imbibing large quantities of water at every stopping-place, so common among inexperienced wheelmen, not only aggravates the thirst, but, by promoting excessive perspiration, exhausts the rider. It is the perspiration that evaporates as fast as it appears, and not that which runs off of the skin, that diminishes the heat of the body. If the rider resists this desire to drink, the water for perspiration is taken from the fat,—which is a dead weight,—and he is benefitted by the decrease in his avoirdupois.

NEW YORK AND LONG ISLAND NOTES.

"*WING FOOT.*"

"THE Cyclist's Union of Long Island" was brought into being at the residence of one of its fathers, so to speak, last Wednesday evening, and is already cutting its eye-teeth. The charter members are Mr. J. B. Huggins, G. W. Mabie, C. A. Bradford, C. Newberg, M. L. Bridgman, M. Furst, H. Greenman, H. E. Raymond, W. J. Clark and L. G. Wilder. There will be no initation fee, but the yearly dues will be one dollar. The object of the association will be the protection and development of cycling on Long Island, and that pit-fall "politics" is to be avoided at all hazards. The Union professes no antagonism to the League.

W. C. FULLER, B. B. C., now leads that club on the season's record.

EVERYTHING points Buffaloward this week, and until about the time this paper reaches us, there will be very little going on at the club houses.

THE New Yorks were forced to move into their new house, while it was yet in a rather chaotic state, because of some trouble with the stone cutters, by reason of which the main entrance is not yet completed, and it will be some time before they are ready for the inevitable "house warming."

SEVERAL Brooklyn boys are very anxious to have a prize put up for the record from the Plaza, Prospect Park, to Patchogue, and promise to make 5.09 suffer, if it is made, worth the trouble. Why shouldn't the Brooklyn clubs offer a subscription record trophy. The road from Jamaica to Babylon can now be ridden without dismount.

AMONG my many trophies and mementoes of pleasant trips a-wheel, is numbered a large photograph taken from the piazza of the Fort George Hotel, Caldwell, Lake George. In the foreground are nine wheelmen from Philadelphia. Who knows who they were? It was taken in the summer of 1886, and mine was the only copy left at the hotel, and, in fact, is the only good photo. I could get at the lake.

I HAVE been asked a good many times of late, why I take no notice of the present unpleasantness in the Second District. There are always two sides to such matters—unpleasant at the best—and my estimate of the duties of a correspondent does not include being the medium of a personal dispute, for such I believe it would degenerate into. The whole matter will probably adjust itself without any wild convulsion of nature, or a riot, and the old footstool will wag on about as it wills, but I doubt very much whether the renewals from the Old Second will be very large next January.

IT was on the above trip that I broke the backbone of my wheel at a lonely spot, miles from a settlement, and was thrown upon the hospitality of Capt. Ben Hill, Commander in Chief of the gallant canawler, "Palisades." He and his worthy better-half treated me right royally. The cabin was large and comfortable, and for tea, a comfortable, broad bunk, in which I slept like a top until morning, and a plain but hearty breakfast, they refused to accept a cent in pay, and even insisted upon bringing my wheel down to Brooklyn for me. If any of you fellows along the canal, from Troy to Champlain, ever see Capt. Ben and the "Palisades," give him the best wishes of "Wing-Foot."

PENNSYLVANIA.

"*ARIEL.*"

THE races at the State Fair next Monday will develop some lively feeling, especially in the inter-club race for the championship of Philadelphia, which will be for blood. It will be preceded by the races for the championship of Pennsylvania, Century, South End and Tioga clubs, and is open only to the winners of each of these events, so that the best man of each club will contest for the honor of his fellow-members. I rather think that Halsted will win both the Pennsylvania Club

race and the final. He dropped in to see me to-day, on his way from Cape May, where he has been putting in a very pleasant summer, and told me that he intended entering the races, which means that Mr. Halsted's competitors will have to keep a movin' to win.

HILL and McCloskey will ride the former's Ivel tandem bicycle at the Roseville races, in place of Hill and Halsted, and they may be seen training regularly on the Lancaster Pike. Fuller, who was Hill's former partner on the tandem, has given up racing.

HALF a dozen new safeties were received in the Pennsylvania Club last week, bringing the number up to between thirty and forty in that club alone. I notice with surprise that they claim that there is no safety craze at Newark and the Oranges. It has struck Philadelphia with a vengeance.

NOTICE has been received by the South End Wheelmen that the house at present occupied by them, has been sold, and they will therefore have to seek other quarters. They will endeavor to secure a larger house, as their growth has been so rapid that they were cramped for room. In March they had thirty-five members, while now they have seventy—not a bad percentage of increase.

FOR long-distance riding, Captain W. T. Fleming, of the Centurions, probably leads for the season. He commanded the club century run to New York yesterday morning, which left the club house at 4 A. M., with Bronley, Speier, Barnett, Kneedler, McGlathery and a couple of South End Wheelmen. The latter club have a good long-distance man in J. R. L. Edwards, who completed his one thousandth mile in August, making about four thousand two hundred miles for the season.

TWO century runs last week. One was that of George Caryl, Secretary of the South End Wheelmen, who ran up 101 miles. The other was one made by M. J. Bailey and W. G. Speier, of the Century Club, who took a trip to Honeybrook, covering 108 miles, over very poor roads. This run was taken with a view towards capturing the gold medal offered by the club to the member making the longest run for one day during the season. Mr. Bailey intends to make another attempt, as he thinks the figures must be put at 150 miles to take the prize.

BY the club election of Messrs. Burt and Lewis, of the Philadelphia Club, to representativeship in the League, that club now has three representatives, Mr. Osborne having been a nominee on the State ticket. Now while I am not personally acquainted with Mr. Lewis, Messrs. Burt and Osborne are among the number of those who honor me with their friendship, and I know they will not misunderstand me when I say that it would have been advisable to have placed one of those names in the Pennsylvania Club. The Century Wheelmen are represented by the appointment of Kirk Brown on the State ticket, and the Tioga Club by the League club representation of Dr. Van Deusen, while the large and influential Pennsylvania Bicycle Club is left out in the cold. I don't think the club is keeping awake nights over the matter, but it was a poor stroke of policy. It will be objected that the Pennsylvania Club should have remained in the League, and thus entitled themselves to representation, but that has nothing to do with it. They had a perfect right to withdraw if they saw fit, and since the Philadelphia, as a League club, were entitled to two men, the *third* should have been placed among the Pennsylvanias, one of the largest, most active and best known clubs in the country. Mr. Osborne told me that he really did not care to accept the place, as his time was entirely taken up by business, and he could not give the necessary attention to League matters, so that as far as his personal feelings were concerned, he would rather not have been on the ticket. And yet, while I have been sticking out on the lines of a *general* policy, I much question whether any one could have taken Mr. Osborne's place on the board, with his years of long service in cycling, and his thorough acquaintance with the needs of the League. Reading also was dropped from representativeship, while Wilkes-Barre and Scranton have four between them. It looks as though Chief Consul Jessup and his friends had taken care of their own section pretty effectively.

NEWS AND COMMENT.

MR. DUCKER writes: "The Powelson Photograph Gallery, which is owned and controlled by Mr. Hall, of the Buffalo Bicycle Club, is to take a number of photographs of the League meet and races in this city. They will also take a very large photograph of the wheelmen after the parade. It will be about 20x24, and be a fine picture. Would you kindly announce same in your columns, and state that orders for it will be received either by me, or at Powelson's Art Gallery."

Now for Hartford!!

HARTFORD, September 12th and 13th.

ALL the fast men will participate in the races at Hartford, Sept. 12th and 13th.

GEO. W. AMES, of Lewiston, is worshipped as a little god since his defeat of Patten, of Skowhegan.

A STAR of the first magnitude has appeared on the horizon of the amateur world, and his back name is Windle.

STEPHEN TERRY, of Hartford, left last week for Los Angeles, Cal. While on the Pacific coast he proposes to do some League work.

A MOST interesting interview with W. S. Doane on his ride from Denver to Boston has to go over to another issue for want of space.

POUGHKEEPSEE, N. Y. will hold a two days tournament, Sept. 21 and 22. Mr. Ducker will assist the local clubs in the management thereof.

THE scheme of special prizes for the first, offered by the Hartford Wheel Club, will insure speedy races next Wednesday and Thursday.

CATHAY seems to be a poor place for bicycling. The poet says: "Better fifty years in Europe than a cycle in Cathay."—*Detroit Free Press.*

FROM all indications, the road race under the auspices of the Eastern Road Club, will this year excel all former efforts. The date is Sept. 22.

"RUMOR" has it that F. F. Ives will return to the race track this season, but Ives says "No." We are sorry to doubt "rumor," but we think Ives ought to know.

MR. JAMES J. GRACE, a member of the Hartford Wheel Club, has left that city for Kansas City, Mo. Before leaving his club friends tendered him a complimentary dinner at Besse's Cafe.

WE have receivedthe advance copy of "World's Cycling Records," published by Joseph Goodman, from data furnished by the WORLD. A hasty review of the book shows it to be a complete and valuable little reference book.

TWO boys were employed to sell the score cards at 10 cents each, at the Rochester meet. The boys vanished and forgot to make returns, and now the owners of the score card privilege, have lost faith in juvenile honesty.

CLUBS and racing associations will do well to remember that the International team of cyclists under the management of "Senator" Morgan, is open to engagements. For terms etc., address, "Senator" Morgan, care this office.

WE have a mass of correspondence that will have to go over for another issue or two. We have several letters from San Francisco protesting against "Sparrow's" charges vs. Chief Consul Welch which we shall be pleased to give space.

AUGUST 23 the Wilmington (Del.) Wheel Club gave a most delightful stag party at their club house. A very bounteous supper was served, and the evening passed with speeches, recitations and music. There were seventy-five wheelmen present.

THE roads between New Haven, Conn., and Springfield, Mass., are none of the best for record riding, but Mr. F. E. Weaver succeeded lately in covering the route between the two cities, via Hartford, Cheshire and Meriden and return, a distance of about 128 miles, in 13h. 30s., including all stops.

A CORRESPONDENT from Grand Rapids writes: "Permit me to correct an error which appeared in your account of the races here last week, in that, W. Melville did not win the Grand Rapids Bi. Club races. It was R. B. Hain who won that race, and I trust that you will make the correction in your next issue."

ONE of Washington's most popular wheelmen, Mr. E. F. Pettingill was married Sept. 3d to Miss. Addie S. Clark, of the same city. It has been a mystery for some time why Mr. Pettingill had apparently lost all interest in cycling, but the above item of news will make it plain what the strong counter-attraction is. Mr. Pettingill has been one of the most active and popular cyclers in the country. He has done much for the cause and for the League. We join his many friends in wishing him and his wife long life and happiness.

No. 19,662 writes from New York: "All wheelmen, more or less, desire to have new roads, and especially good ones. There is a fine road, macadamized and in A1 condition, leading from Little

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were **34** American Champions—an increase from 1-60 to about 1-3.

I can **PROVE** that there have been more American Champions sold in Michigan this year than any other **TWO** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A $250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly, C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

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GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

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Club and Racing Associations,

TAKE NOTICE.

THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

"SENATOR" MORGAN,

Manager International Team,

Care Bicycling World Co., 12 Pearl Street, Boston.



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SIMPLICITY —AND— STRENGTH.



HIGHEST GRADE —AND— SUPERIOR FINISH.



MARLBORO' NO. 2. $160.

Illustrated Catalogue Free on Application.



SWIFT NO. 2. $120.



INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the ———. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

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Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited. **KINGSTON KNITTING CO.**



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co. 12 Pearl st., Boston.

Falls, N. J., to Paterson. The surface of the road is like glass, the scenery charming, and for a few miles the cycler has the company of the Passaic, so to speak. I have ridden this distance (four to five miles) quite frequently, and in all my rides have met two riders, and they, at that, workingmen, who in that section go to and from their work on a 'bike' I hope that you will give this space in order to benefit the wheelmen of Montclair, Orange and the surrounding country."

THE BUFFALO TOURNAMENT.

THE great World's Bicycle Tournament opened Tuesday under rather unfavorable auspices as to the weather and condition of the track. A strong wind prevented fast time and badly pumped most of the riders. The track was probably the poorest ever ridden on in this country. There was more gravel than clay, and the two acted entirely independent of each other; consequently the track had more soft spots than hard ones, and at the finish of the day's events the track looked as though several wagons had been driven over it. Probably the finest field of professional riders that ever participated in a single tournament was assembled at Buffalo. With such men as Rowe, Crocker, Knapp, Temple, Allard, Lees and Neilson, none but the closest finishes could be expected. In fact, between the first four men named above it is difficult to decide which is the best. It was Crocker's day Tuesday and Knapp's Wednesday. Rowe has been running second while Temple did not get into gear until the second day. Neilson and Woodside are outclassed and Dubois is evidently good for only short distances. The first heat of the world's championship race on Tuesday was won by Crocker, who made a great spurt. Rowe and Knapp made such a close finish for second that it was almost impossible to place them correctly. The judges gave Rowe second place, though everybody else was positive that Knapp was entitled to it. It was a queston which none but the judges could accurately decide.

In the amateur events young Windle is undoubtedly far and away the best rider. The manner in which he won the ten-mile amateur race on Tuesday opened the eyes of everybody. Although the wind was of the strongest, yet on the last half-mile he made a spurt that set everybody crazy with enthusiasm. It was a reminder of the days of Hendee. The fact that Windle made his last half in 1.18 2-5 shows what the boy is capable of.

The "pots" here have been so large that it has caused a great split among the professionals and it is undoubtedly the fact that they have done more honest racing than they are usually accustomed to do. Their cupidity was aroused and they speedily saw they could make more independently than by combining. Every man has accordingly determined to get the biggest share, and to do that he has got to run for it. Knapp won the half-mile professional on Wednesday very prettily, although way on the outside.

Somehow or other there does not seem to be the snap and enthusiasm which always characterizes the Springfield and Hartford tournaments. The crowd for the most part has enthused very little, and what cheering has been done has been confined principally to wheelmen.

Everybody is criticising Prial for his action in the five-mile professional tandem handicap on Wednesday. Allard and Lees, scratch men, kicked on the handicaps given Crocker and Neilson and Dubois and Knapp which were respectively 120 and 300 yards. Prial changed the handicaps to 50 and 75 yards, and then there was another kick. Prial then wanted to put all the men on the scratch, but finally settled it by reducing the handicap of Dubois and Knapp from 300 to 275 yards, and letting the 120 yard handicap of Neilson and Crocker stand. Prominent league officials expressed themselves rather vigorously on this procedure, and tenders of the position of official handicapper were made to several gentlemen in the judges' stand.

OFFICERS.

General director—Henry E. Ducker, Buffalo.

Referee—Howard P. Merrill, Springfield, Mass.

Judges—T. J. Kirkpatrick, Springfield, O.; George R. Bidwell, New York; W. S. Bull, Buffalo; Charles H. Potter, Cleveland; Harry H. Hodgson, New Orleans; C. H. Luscomb, Brooklyn; Thomas Stevens, New York; Charles A. Pyne, Woodstock, Ont.

Starter—George M. Hendee, New Haven, Conn.

Timers—J. H. Isham, Buffalo; C. H. Kimball, Buffalo; W. N. Watson, Buffalo; H. D. Corey, Boston.

Clerk of course—Will L. Fuchs, Buffalo.

Assistant clerks—Albert F. Reiman, Buffalo; W. O. Graham, Buffalo.

Scorers—Louis Bruch, Buffalo; John Hauenstein, Buffalo; C. G. Wanenmacher, Buffalo.

THE PRIZES.

The prizes for the tournament are as follows:

PROFESSIONAL.

World's championship, cash prize	$1000 00
Each one-mile race, cash prize	100 00
Each two-mile race, cash prize	125 00
Each three-mile race, cash prize	150 00
Each five-mile race, cash prize	300 00

For professional tandem races, double the above amounts, each race.

AMATEUR.

Each one-mile race, a prize costing	$50 00
Each two-mile race, a prize costing	75 00
Each three-mile race, a prize costing	100 00
Each five-mile race, a prize costing	150 00
Each ten-mile race, a prize costing	300 00

For amateur tandem races, double the above amounts.

THE PARADE.

Nine hundred and thirty cycles in line is the biggest on record, and I opine 'twill be many days before the record is broken. Nearly eighty clubs were represented in the parade, and they came from New York, New Hampshire, Massachusetts, New Jersey, Michigan, Pennsylvania, Ohio, Indiana, Connecticut, Illinois, Maryland, District of Columbia, West Virginia, Kansas, Virginia, Delaware and Wisconsin and Canada.

The houses along the route were handsomely decorated, and the crowd was immense and enthusiastic.

A little six-year-old boy rode the entire distance of the route on Bull's staff. The appearance of the ladies among the paraders was the signal for very energetic applause and approbation.

Another feature of the parade was the appearance in line of the "purp" Rambler, all decked out in the colors of his club, the Ramblers. This club had the largest representation in line, sixty-one men out of the seventy-six membership being in the parade.

No serious accidents occurred. One man attempted to cross the line, and was unavoidably run down; some bruises only were the result.

Following are the summaries of the events each day:

FIRST DAY.

One-mile tandem (professional)—Crocker and Neilson, Allard and Lee, Dubois and Knapp were the starters in the double enders' race. This proved a walk-over for Lee and Allard; Dubois and Knapp second. The other men did not seem to know how to steer, especially is this true of the team from Boston. Time, 3.16 3-5.

One-mile novice—A round dozen came into position for this race, and the man from Cambridge, Kenneth Brown by name, excited admiration by the way he rode and won his race. He was content to hold fourth place until the home stretch was reached, and then he romped away from his field in rattling style; R. W. Jameson, second; W. B. Milley, third. Time, 3.00 3-5.

Ten-mile L. A. W. championship race—Ten men came to the post, but soon the number was cut down five men. Crist and McCune had enough after about three miles, and so this left Windle, Midgeley, Foster, Van Sicklen and Winship to fight it out. Up to the last mile Van Sicklen did the donkey work, but after that the pace told on him and he quit. Windle rushed away and won by twenty yards. The race for the second place between Midgeley and Winship was a fine bit of racing. Winship proved the better man by a few feet. Time, first mile, 3.02 2-5, second, 6.10 1-5; third, 9.21 2-5; fourth, 12.36 4-5; fifth, 15.41 2-5; sixth, 19; seventh, 22.13 3-5; eighth, 15.41; ninth, 28.45 1-5; tenth, 31.37 1-5.

One-mile handicap (professional)—Not a man on scratch. Croker was put at 10 yards, Knapp 20 yards, Munger 120 yards, McDowell 100 yards, Eastwood 100 yards, Dubois 40 yards, Neilson 60 yards. This race was a surprise for Crocker's friends, and caused them to go wild. He picked up all his men before the last quarter was entered, and then he rode home, winning as he pleased. Dubois stopped on the last quarter. Knapp took second money and Eastwood third, and then came Neilson. Time, 2.43 2-5.

One-mile 3.10 class—This race was run in heats, ten men starting in the final, but it soon proved that the result lay between B. Meyer, E. O. Rosicoe and A. C. Banker. It was a grand struggle between these three men, and resulted in a win for Meyer, with Banker and Rosicoe second and third, as named. Time, 2.54 4-5.

Two-mile New York State championship—Brought six men as the starters. W. S. Campbell won this race, with H. J. Hall, Jr., a good second and J. C. Iven third. Time, 6.22 2-5.

Three-mile (professional) first heat world's championship—This was a grand race and a surprise. The knowing ones named Temple, Lee or Rowe as the probable winner, but the knowing ones were out of pocket, if they backed their judgment. For half a mile the pace was slow and the crowd got impatient, then Bob Neilson went ahead and smartened the pace a mile and a half. Crocker, who

had been riding in the rear easily, now put on steam, and to the amazement of every one, took first place in spite of Rowe's and Temple's effort to hold him. Then came Rowe with a rush, and he in turn took the lead. Temple in the mean time had gone down to fourth place. The struggle between Crocker and Rowe was a grand one, and it was difficult to say who had won. The judges, however, gave the race to Crocker by a small fraction of a second. Knapp took third money and Temple fourth. Time, first mile, 3.45 3-5; second mile, 7.57 2-5; third mile, 11.07 2-5.

Three-mile tandem (road machines)—This was uninteresting, as it was evident that Crist and Brown had the race their own way. Banker brothers second, Adams and Ducker third. Hill and Davis were ruled out as the machine they came to the scratch on was a racer. Time, first mile, 3.16 1-5; second mile, 6.39 1-5; third mile, 9.48 2-5.

Two-mile safety (professional) handicap—This proved a wretched exhibition. It was Allard's race, and the only competitors that he need fear (Lee) made no effort to make the race an interesting one. Allard (ten yards) won with Lee (scratch) second and George Seymour (160) third. West (200 yards) the one legged rider, started but did not get a place. Time, first mile. 3.02 1-5; second mile, 9.20.

One-mile tandem bicycle—The Banker brothers took this as they pleased. H. J. Hall Jr. and Davis came in second and Harris and Muller third, Time, 3.00 1-5.

SECOND DAY.

Not quite up to Springfield standard, but the wind and the condition of track were not such as to make the contestants happy.

Two-mile novice—Kenneth Brown again showed excellent racing qualities, and he won this race in regular veteran style. F. M. Brinker finished second and W. B. Milley third. Time, first mile, 3.14 2-5; second mile, 6.25 2-5.

Half-mile (professional)—This proved to be a fine race, and was exciting from start to finish. The starters were Rowe, Temple, Crocker, Neilson, Dubois and Knapp. Temple took the men along at a rattling pace. When near the finish, Knapp made a grand bid for first place, got it and kept it to the finish. It was a disputed question as to who finished second as between Rowe and Temple, but the judges gave it to Rowe and Temple took third. Time, 1.23 4-5.

Two-mile amateur tandem bicycle—This brought out Davis and Hall, Banker brothers, Harris and Muller. This was the Banker brothers' race, with Hall and Davis second. Time, first mile, Two miles, 6.51.

One-mile (professional) handicap, safety wheels—Lee (scratch), Allard (scratch), Dubois (65 yards), Seymour (80 yards), West (100 yards). Allard won by three feet; Lee, second; Dubois, third. Time, 3.04 3-5.

Five-mile State championship—This was a dull race, and the spectators became weary. W. S. Campbell won, with H. J. Hall, Jr., of Brooklyn, second; W. Roberts, third. Time, one mile, 3.36; two miles, 7.23 2-5; three miles, 11.13 2-5; four miles, 15.11; five miles, 18.26.

Three-mile (professional) handicap—This race brought out Rowe, Temple and Crocker on scratch, Knapp 330 yards, Woodside 60 yards, Dubois 60 yards, Eastwood and McDowell 250 yards, and Morgan 400 yards. A fairly interesting race, Morgan winning, Crocker second, Temple third, Rowe fourth. Time, 9.05.

Three-mile handicap, Rover type road wheels—This race went to R. H. Davis, of Cambridge, in a very easy manner; P. J. Berlo, second; W. D. Banker, third. Time, 9 47 2-5.

Five-mile amateur tricycle L. A. W. championship—Crist, of Washington, and Foster, of Toronto, the only starters. The two men ran slowly until the home stretch, when a loose tire on Foster's wheel caused him to run into Crist and upset. Crist got over the line first. Time, 3.49 3-4, 7 44 4-5, 14.40, 17.06, 21.47.

One-mile club teams — Chicago, Rochester and Washington started. W. H. Van Sicklen, Chicago, won by three feet; H. R. Winship, Chicago, second; W. E. Crist, Washington, third. Chicago twenty points, Washington ten. Time, 2.58.

Five-mile (professional) tandem handicap—This was a walk over for Crocker and Neilson (120 yards) who won by thirty feet. Allard and Lee (scratch) quit before entering the home stretch. This gave Dubois and Knapp (275 yards) second place. Time, 3.07, 6.23, 9.51, 12.52, 16.20 1-5.

One-mile handicap—This brought out a field of twenty-one starters with Crist at scratch and W. Windle at 6 yards. Windle refused the handicap and came back to scratch. The time he made was the fastest of the day; half-mile, 1.22 1-5, mile, 2.50. The result H. L. Kingsland (70 yards) won by three lengths; B. Meyer (100 yards) second; H. R. Winship (100 yards) third; N. H. Van Sicklen (90 yards) fourth; Will Windle (scratch) fifth; W. I. Wilhelm (70 yards) sixth.

Half-mile Unicyle—W. H. Barber won this in 2.22; Marshall second. The track was so bad that all the men fell, but they managed to finish.

THIRD DAY.

High winds and no improvement in the track made the time slow. Accidents were in order, and I regret to say Van Sicklen, of Chicago, received serious injuries, though at this present moment I am advised that concussion of the brain may be averted. The disqualification of Temple for riding foul of Rowe has created some discussion, and the withdrawal of his name in the championship events has taken largely from the interest therein. The first race was

The three-mile L. A. W. championship. There were twelve starters, a field composed of the cream of the American amateur riders. They were W. Windle, F. Foster, H. L. Kingsland, W. E. McCune, J F. Midgeley, P. S. Brown, W. E. Crist, H. R. Winship, N. H. Van Sicklen, N. S. Campbell, R. T. McLaren, and W. I. Wilhelm. The first circuit was made with the men all in a bunch and McCune in the lead. Just after crossing the tape for the first circuit McCune turned to see where the rest were, he lost his balance and came down heavily, Van Sicklen and Lumsden fell on the top. Van Sicklen was carried from the track unconscious, and did not recover for an hour or so. The balance of the men continued on, and Windle on the last lap rushed to the front and won easily with plenty to spare. Time, first mile, 3.17 2-5; second mile, 6.31 2-5; third mile, 9.27.

Five-mile (professional) world's championship—The following men started in this: Rowe, Temple, Crocker, Knapp, Neilson and McDowell. It was a "procession," with McDowell leading, until the last lap, and then Rowe and Temple took up the running. These two men soon got a long lead on the others, and they rode neck and neck to the finish. It was in this spurt that Temple fouled Rowe. The claim was made by Rowe and was allowed by the judges, Temple, however, finished about two feet ahead of the Lynn man. This ruling of the judges will disqualify Temple from riding in the other heats for the world's championship. Crocker came in a poor third, with Neilson fourth, Knapp fifth, and McDowell last. Time, first mile, 3.27 1-5; second mile, 7.05; third mile, 10.58; fourth mile, 14.42 2-5; fifth mile, 17.50 1-5.

Two-mile open, Rover type road wheels—This race proved an easy victory for R. H. Davis, of Cambridge, with P. J. Berlo second and W. E. Crist a bad third. Davis rushed to the front from the word go and was never headed. Time, first mile, 3.40; second mile, 6.59 3-5.

Five-mile, 16-minute class, had seven starters. The Wilmington representative, S. W. Merrihew, made pace for the first mile and then the two men from Pennsylvania, the Bankers, made the pace with Merrihew in attendance. It, however, proved to be the Bankers' race, with A. C. in front and W. D. a very close second; Merrihew finished third. Time, first mile, 3.40 3-5; second, 7.33 2-5; third, 11.07 1-5; fourth, 14.26 3-5; fifth, 17.50.

One-mile (professional) handicap, Rover type—Allard and Lee, together with Crocker and Neilson, started on scratch while Dubois and Knapp had fifty yards' start. For the first quarter the scratch men did not gain much on Dubois and Knapp, and it looked as though they would win. On entering the fourth lap, Crocker and Neilson made a magnificent spurt, the finest so far seen during this meeting, and at about fifty yards from the line they caught and passed Dubois and Knapp and came in winners by several lengths. Time, 2.58 2-5.

Half-mile tandem—This was a very pretty race, but the Banker brothers were clearly the fastest team; Davis and Hall, Jr., finished second. Time, 1.26 2-5.

One-mile amateur—This race brought out the "cream," and Windle again proved himself to be the fastest amateur at the meet. For the first half Merrihew did the pacing, but after that he had to take last place. Coming into the last quarter Windle spurted and came in ahead with a long lead over Midgeley, who was second; Wilhelm, third. Time, 3.05.

Five-mile (professional) handicap—Allard, Lee and Crocker started from scratch, with Seymour 300 yards' handicap. At the end of two miles the three scratch men had caught Seymour. Lee went to the front and kept that place unchallenged until the last quarter, when Crocker and Allard pulled up, and the race for first place became very fine. Allard, however, got there first with Lee a very close second; Crocker third, and Seymour out of sight. Time, 18.05 1-5.

Two-mile amateur handicap—No scratch men started, but fourteen men were sent away. It was a good race and resulted in a win for H. R. Winship (250 yards), with Lumsden second (175 yards), and Merrihew third (150 yards). Time, 6.09 3-5.

Three-mile (professional) tricycle—Crocker, Lee, Allard, and Dubois started. Lee and Allard took first and second money, and Crocker third. It was an uninteresting race and very slow. Time, first mile, 4 44; second mile, 8.26; third, 12.07.

One-mile City of Buffalo championship—This race was won by J. B. Milley, with W. B. Milley and W. G. Schack second and third respectively. This finished the day's sport.

OUR HUNDRED MILE ROAD RACE.

F. A. DAMPMAN THE WINNER.

HEAVY RAIN, MUDDY ROADS, AND SLOW TIME.

(Special to The World.)

"The rains descended and the floods came," and the consequence was that up to the moment of starting it was an open question as to the advisability of sending the men on their long race. The majority ruled, however, and as the majority wanted to be home by Monday morning, it was decided to go. A couple of hundred men had come up to Erie the night before. The hour set for the start was 5 A. M., but the palaver and discussion as to the advisability of starting took up an hour, and so it was 6.12 A. M. when H. P. Merrill and McGarrett gave the word "go." The following men were the ones who had the grit to try conclusions: George F. Kohler, Millersville, Penn.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Penn.; P. M. Harris, New York; Val H. Muller, New York; Robert Gerwing, Denver, Col.; Roy H. Blowers, Westfield, N. Y.; George McIntire, Erie, Penn.; Frank McDaniel, Wilmington, Del.; S. Wallace Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburg, Penn.; P. J. Berlo, South Boston, Mass.; Austin Banks, Denver, Col.; C. H. Metz, Utica, N. Y.

The telegraph had advised the Buffalonians that the race was on, and so by 2 P. M. an immense crowd had congregated at the Fair grounds impatiently awaiting the arrival of the men. The crowd need not have been in so much haste, as the drenching rain had made the roads so heavy as to preclude record time.

It was 3.42 when a murmur of voices was heard in the distance, which gradually swelled into cheers, announcing the fact that the leader was in sight. Half a hundred excited wheelmen came tearing down the road shouting and demanding a clear track for the tired riders. Then came in sight a couple of the sorriest looking objects it has been my fortune to see in many a day. The leader turned out to be F. McDaniel, the Wilmington, Del., flyer, and right on his little wheel came Frank M. Dampman, of Honey Brook, Penn. The men and the wheels they rode were one mass of mud. As the race for first place was close, and the circuit of the Park had yet to be made, the excitement was great, and the plucky men got lots of encouragement from the cheering crowd. Just 7 minutes 30 seconds after these men hove in sight came F. G. Lenz of Pittsburg, and then came G. A. Tivy after a lapse of four minutes more, and then Merrihew, of Wilmington, came along 20 minutes after the leading men. Roy H. Blowers was the last man to come in sight. In the meantime the race for first between Dampman and McDaniel had been a hot one, and the excitement was intense as they came in sight for the finish. It was then seen that Dampman had the lead, which he kept, despite the plucky efforts of his game opponent from Wilmington. Dampman's time was 9 hours 56 minutes. Slow time, indeed; but considering the conditions was an excellent showing. McDaniel finished second, Lenz third, Merrihew fourth, Blowers fifth.

The condition of the roads was terrible; it was "plough" from the word go. Plenty of headers were taken, but no serious damage was done, a few bruises, scratches and plenty of mud being the worst results.

As this telegram has to be sent by 5 P. M. to-day (Saturday), your correspondent will have to defer details of the race for your next issue.

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Buffalo, Sept. 8, 1888.

FOURTH DAY.—(POSTPONEMENT.)

(Special to the World.)

The rain has spoiled the track, and consequently a postponement of to-days' races, until Monday, 10 A. M., has been decided on. Many wheelmen left the city to-night. A good many more, including some of the prominent professionals, will leave for Hartford to-morrow. The cold, blustering weather, and the poor condition of the track, have militated against the tournament being the success that the enterprise and enegy of the management could have wished, and had a right to expect.

Van Sicklen is comfortable, but the doctors cannot yet say whether he has sustained internal injuries or not.

NOTES.

Surprises.

The old favorites had to play second fiddle.

The track was in horrible condition although everything had been done that money and experience could procure.

What do you think ot Windle?

The water is playing the duece with the visitors and especially is it hard on the members of Morgan's team.

Morgan made things lively on the decision of the judges giving Rowe second place over Temple.

Prial says the lot of a handicapper is "not a happy one."

Up to the present writing (third day night) Windle has won every race except one that he has started in. The race he lost, was a one mile handicap and he was beaten by a man with 70 yards start.

Resume three days' races—Crocker won 4 firsts, 1 second, 1 third.
Neilson won 2 firsts.
Allard won 4 firsts, 1 second.
Lee won 2 firsts, 3 seconds.
Dubois won 2 seconds, 1 third.
Knapp won 1 first, 3 seconds, 1 third.
Rowe won 1 first, 2 seconds.
Morgan won 1 first.
Temple won 1 second, 2 thirds.
Windle won 4 firsts and 1 second, starting five times.

KENTUCKY WHEELMEN TAKE NOTICE.

The wheelmen of Louisville, New Albany and Jeffersonville have accepted the invitation of the Travelers Protective Association to parade with them September 18, and non-resident wheelmen are cordially invited to help the cyclers make their part of the parade as attractive as possible by appearing in the procession. The programme of the celebration is: 18th, Drummers' day; 19th, Knights of Pythias, 5000 in parade; 20th, Satellites of Mercury, a grand spectacular pageant. Wheelman may obtain any information from Messrs. Huber and Allison, 448 W. Main st., Louisville, Ky.

A RAILROAD SMASHUP AND A NARROW ESCAPE.

The Western train that left Boston at 7 P. M. Sunday was filled with cyclists bound for Buffalo. The party was looked after by L. A. W. Vice Consul Emery. Everything ran smoothly enough until shortly before daybreak, when there was a terrific crash and a great jar. Every sleeper was unceremoniously awakened and two of the cyclers were thrown out into the aisles. It was soon learned that the New York train, which was running half an hour ahead of the Boston train, had broken the coupling attached to its engine and was left just around a sharp curve on a drawl ridge a few miles from Rochester. The engine of the Boston train had crashed into the the rear sleeper, tearing away the platform and wedging in as far as the smoking room. The engine would have undoubtedly reached the berths beyond and many lives would have been destroyed had not the engineer had time to apply the air brake before the collision. The damaged car was filled with New York wheelmen, and in the last berth of all was Chief Consul Bidwell. The engine was wedged into the sleeping car so tightly that two wrecking engines were several hours pulling them apart. The car containing the Boston cyclists' wheels was considerable smashed, but none of the wheels were injured.

UNICYCLE RECORDS FROM 2 TO 14 MILES.

Last week at Lake View Park, Peoria, Ill., Bert Myers upset the unicycle records from two to fourteen miles, inclusive, as follows:

Miles.	Time.	Miles.	Time.
1	3.34 1-2	9	38 13 1-2
2	7.21 1-2	10	43.03
3	11.23 3-4	11	47.27
4	15.40 1-4	12	52.00
5	19.55	13	56 46
6	24 40	13 and 5098 feet	60.00
7	29.02	14	60.07
8	33.20		

This is the greatest distance ever ridden on one wheel without a dismount. Myers rode the front wheel of a Light Champion.

Now for Hartford, September 12 and 13.

"Pedal and Path," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.

EASTERN CLUB ROAD RACE.

IMMEDIATELY after the start of the regular twenty-five-mile race of the Eastern Road Club on September 22d, there will be started a supplementary race, open to single and tandem tricycles, over a ten or twelve mile course for valuable gold and silver medals. Entries can be made with Dr. W. G. Kendall, 176 Tremont street.

MASSACHUSETTS DIVISION UNION RUN.

No. 81 North avenue, Cambridge, was handsomely decorated last Monday, and the vicinity of this house of the Cambridge Club was alive with wheelmen. When the signal was given to "form," over 200 cyclists drew in line. The Cambridge Club and the Somerville Club each had twenty-five men in line, and the "Port" Club came next with twenty. After a short parade through the streets of Cambridge, Holmes' field was reached and the races were in order.

The first event was the one-mile open race, and was won by J. P. Clark, with A. P. Benson second; time, 3.07. Prize, nickel plated hub lamp, presented by W. Read & Sons.

Three miles, open, won by A. P. Benson, with J. P. Clark second; time, 9.52. Prize, Kirkpatrick saddle, presented by Cambridge *Tribune*.

One-mile tricycle, won by H. Hale; time, 3.54. Prize, pair bicycle shoes, presented by W. B. Everett & Co.

One-mile open, won by Dave Drummond, J. P. Clark second, after a close race; time, 3.30. Prize, Victor club cyclometer, presented by the Overman Co.

One-mile safety, won by Theo Rothe, after a hard race with Newman; time, 4.03. Prize, cup, presented by the Pope Mfg. Co.

After the races the men formed in line and the route to Woodlawn Park Hotel was taken. Dinner was disposed of at that place at about 4 o'clock, after which a scrub game of base ball was played. All voted the Union run a great success, and the Committee of Arrangements entitled to the thanks of the participants.

THE NEW JERSEY DIVISION MEET.

A FINE PROGRAMME.

FINAL arrangements have been completed and the programme arranged for the annual meet of the New Jersey Division, L. A. W. A slight change had to be made inasmuch as the races will be held on Friday, 21st, instead of Saturday, 22d, as previously announced. The cause of this is the Roseville Athletic Club has leased the grounds for a base ball game on the latter date and postively refuses to give way to the Division. The business meeting, as before stated, will be held in the Park Rink, Orange, at ten o'clock. The races will begin at three o'clock, the events to be as follows: One-mile, bicycle, for the State championship; one-mile, tricycle, for the State championship; three-mile, bicycle, for the State championship: one-mile, safety tandem bicycle, handicap, open: one-mile, tricycle, open; one-third-mile dash, bicycle, handicap; one-mile, bicycle, handicap, open to members of Orange Wanderers only; one-mile consolation, bicycle. In addition to this fine list it is expected that the club championships of the Elizabeth Wheelmen, Hudson County Wheelmen, Passaic County Wheelmen and Plainfield Bicycle Club will be added to the programme. In the evening there will be a Chinese lantern parade, followed by a "smoker," concert and supper.

The Orange Wanderers have full charge of the affair, and this fact is a guaranty of success. The Wanderers held a special meeting on Friday evening (August 31) and arranged the above details. They will also arrange a number of runs to points of interest for Saturday. At this meeting an election was held for a captain to fill a vacancy, and the unanimous choice of the club was Charles A. Lindsley. Quite a number of the club members started this morning out for a run to Elizabeth, Plainfield and return, and expected a high old time. C. S. French, W. A. Belcher, W. A. Booth and Mr. and Mrs. Llewellyn H. Johnson will take in the Buffalo tournament and also "do" Niagara Falls this week. Mr. and Mrs. Johnson will take along their Invincible safety tandem bicycle. It is sure to create a sensation. RATCHET.

Newark, N. J., September 3, 1888.

NEWCASTLE (PA.) MEET.

WE are indebted to the Pittsburg *Commercial Gazette* for the following account of the races at Newcastle, Pa.: There were fully 4,000 people at Wheelmen's Park Aug. 29th, to witness the races at the New Castle wheelmen's fall meet. The entries included some of the best amateurs in the country, but the illness of Wilhelm, of Reading, who is a great favorite here, caused some disappointment.

The first race was a one-mile novice. Starters, T. W. Shaw, Jr., of Pittsburg, and Charles W. Davis, of Youngstown. Shaw won in 3.20 4-5.

W. W. Windle, Phil S. Brown, of Washington, D. C.; W. E. Crist, Washington, and W. J. Wilhelm, of Reading, started in the one-mile open. Wilhelm was taken sick on the first quarter and Windle won in 2.50 2-5. Crist was a bad second.

T. W. Shaw won the one-mile 3.30 class in 3.14 4-5, against A. P. Steel, of Franklin.

The National L. A. W. championship half-mile race was won by Windle in 1.19 1-5, Wilhelm second, Crist third.

The quarter-mile open was also won by Windle in 38 4-5. The other starters were Crist and Brown.

The two-mile State championship was carried off by W. D. Banker, of Pittsburg, in 2.51. Wilhelm on the second lap dropped out and A. C. Banker was second.

The two-mile lap race had only two starters—Crist and Brown. On the last lap Brown took a terrible header and his wheel was damaged, but he escaped with a few scratches. Crist won in 6.23.

A. C. Banker won the one-mile 3-minute class in 2.55 3-5. In the one-mile Rover type safety W. D. Banker defeated Crist in 3.05 4-5.

The half-mile open was won by Windle in 1.18 2-5. Lenz, who was a good second, took a header, but was not injured, and A. C. Banker took second prize.

An incident occurred in connection with Lenz's header, that attracted a great deal of attention and wonder. His bicycle, after turning completely over twice, struck on both wheels fairly, ran up the track fully seventy-five feet, and was stopped by one of the assistants at the tape.

Crist appeared to be out of condition, or the company was too fast. Most of the riders remained to train on the track for the Buffalo races.

RACING AT CHICAGO.

DELAY in starting the races at Cheltenham Beach, Aug. 25, caused much annoyance among the spectators. From a sporting view the races were a great success. About an hour after the advertised time the races were started resulting as follows: One-mile novice, Tom Roe won handily, rather surprising the boys the way he walked to the front and keeping there to the finish; M. A. Hosford second. Time. 2.55. In the Illinois club championship race, A. C. Fordham was victorious, athough H. E. Morris, who had just gotten over a sick spell, gave him a hard rub on a road wheel. Time, 2.52 2-5

The two-mile State championship was stoutly contested from start to finish. When Van Sicklen and Lumsden spurted past Winship on the last quarter, the crowd went wild, and when ten feet from the finish Lumsden spurted again and beat Van by a foot, then Rome howled indeed. It was a splendid finish, and I saw Hendee's eye glisten as he saw it, reminding him of some of his own finishes perhaps. Time, 5.33 3-5.

The one-mile handicap was won by W. B. Greenleaf (90 yards) on a spurt, George Thorne (85 yards) a close second. Time, 2.41 4-5

The one-mile Lincoln Club championship race brought out, F. E. Spooner, A. M. Luce and H. E. Sauer, and was a pretty race all through, Luce winning, and Spooner a close second. Time, 2.55 2-5.

The one-mile State championship brought out the three flyers again, "Van," "Win" and "Lum," as the boys call Van Sicklen, Winship and Lumsden. Again, Lumsden showed great head work, as well as leg work, and once more rolled his wheel over the finish line a few feet ahead of Van Sicklen. Winship dropped out after the second lap. Time, 2.51.

The quarter-mile dash was run in a peculiar way. There being six starters, Conkling, the starter, concluded to run the race in two heats, three men in each heat, and so announced it to the contestants, adding "that the two who made the fastest time in the two heats would be declared the winners." G. P. Washburn and W. B. Greenleaf were the winners; time, 40 2-5 and 42 2-5, respectively, and both men were in the first heat, H. E. Morris made the quarter in 42 1.2. He being the first man in in the second heat the crowd thought the three men should run in the final, but according to the announcement of the starter the judges gave the prizes to Washburn and Greenleaf.

M. A. Hosford won the Fort Dearborn Club championship; C. J. Vodoz, second.

The only accident of the day occurred in the two-mile handicap, when Thorne, in passing Wimmerstead, was crowded off the track into a post, he fell heavily and the two men behind him followed suit, but fortunately no bones were broken. The race went to W. B. Greenleaf (175 yards); Wimmerstead (250 yards), second. Time, 5.39.

The five-mile State championship was a struggle between N. H. Van Sicklen and H. R Winship clear through, and was finally won by Van with one of his famous spurts. Time, 14.48 2-5.

The two-mile consolation race brought out five starters, and as there were four medals up it was a fine race. Although Winship had just ridden a five-mile race, he captured the first place with ease; time, 6.02.

The prizes were mostly handsome gold medals.

MINNEAPOLIS BI. CLUB FIRST ANNUAL MEET.

THE first annual meet of the Minneapolis Club was held August 5. The weather was fine, but a strong head wind on the home stretch bothered the rider. The track was in fine condition. In finances the club will about clear themselves. The track is so far out of town that a crowd is hard to get. Promptly at three o'clock the races were started.

One-mile race, eleven entries—W. W. Heffelfinger won; Alec Graham second; O. H. Hoiby third. Time, 3.15.

One-mile, professional, two best out of three—First heat, Grant Bell won; F. E. Dingley second. Time, 2.54 1-2, 2.56. Second heat, Grant Bell won; F. E. Dingley second. Time, 3.26. First prize, $25; second, $15.

Two-mile amateur handicap, open—E. J. Hale first, B. C. Lund second. Time, 6.47.

One-mile, Rover Type, safety, open—Colie Bell first, George Bartlett second. Time, 3.18.

Five-mile club championship stakes—Colie Bell first, H. D. Lackor second. Time, 17.06 1-2, 17.17. First prize gold medal.

Three-miles, amateur, open—Colie Bell first, E. J. Hale second. Time, 10.01 1-2, 10.08. First prize, gold medal.

One-mile, 3.30 class, twenty-six entries—W. W. Heffelfinger first, H. D. Lackor second. Time, 3.04, 3.09.

One-mile, Star handicap, four entries—Alec Graham (scratch) first, James Gray (75 yards) second. Time, 3.24 1-2, 3.30.

One-mile, tricycle, open to the Northwest—George Bartlett first, W. W. Heffelfinger second. Time, 3.38. Prize, gold medal.

One-mile, amateur, 3.10 class—Colie Bell first, W. W. Heffelfinger second, H. D. Lackor third. Time, 3.01, 3.13.

One-half-mile, boys under sixteen—Morris Bakke first, Fred Harrington second. Time, 1.40 1-2.

One-mile, consolation, four entries—D. M. Dynes first, H. Hunt second. Time, 3.19 1-2, 3.20.

NOTES.

Colie Bell won every race he started in.

Heffelfinger in the tricycle race rode a Quadrant with the brake on. Whether some one "fixed it" on, is not known.

In the 3.10 class race Bell won as he pleased, the last 100 yards he coasted in.

Not an accident occurred during the afternoon.

Bert Lund and H. M. Dynes were well liked by the boys. They are good strong riders and would have made a better showing if they had had more time to train in.

Many remarked that it was the best race meet of any kind they had ever seen. When one race was over with the clerks had the contestants in the following race out, all ready to start.

Captain Hartz, of the St. Paul Standard Bicycle Club, was seen at the races.

The lantern parade was a great success. Captain Fred Coffin at the head of the mounted police took the lead, with Millard and Thyle's Military Band next and behind them came the Minneapolis Bicycle Club, and behind the club the non-members. The *Tribune* estimated the number in line as about two hundred. Quite a number of the St. Paul boys came over, but did not get here in time for the parade. Ten or fifteen thousand people witnessed the parade.

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ROCHESTER (N. Y.) RACES.

A GOOD track, a good day, and good racing ought to have drawn a bigger attendance at the West End Club races last week Thursday than was present. The parade interfered with starting the races on schedule time, a mistake which we hope the West Enders will not make again. From the *Herald* of Rochester we take the following results:

The first race on the programme was a half-mile dash, in which there were the following entries: J. Fred Midgely, W. E. McCune, E. P. Cochran, and W. S. Campbell. Midgley won the race in 1.15. Campbell came in second; time, 1.18.

There were ten entries in the one-mile novice race. Kenneth Brown won first place, time 2.56; Robert Jameson, second, time 2.58; Mortimer Smith, third, time 3.01.

W. H. Barber, the unicyclist, then attempted to break his own record of 3.27 for one mile, but, owing to a loose pedal, he fell twice, and the attempt was abandoned.

The three-mile for Monroe County championship brought out Robert Jameson, Charles J. Iven, John A. Heusner, Bert A. Pratt, Charles J. Conolly and Gordon Montgomery, all of Rochester. It was a pretty race, and was hotly contested. The first mile was made in 3.03, with Jameson, Montgomery and Conolly leading in the order named. At the quarter on the third mile Iven had a big lead. Conolly afterward made a spurt, but was unable to reach him. Iven came in first, time 2.59, with Conolly second and Montgomery third. Iven's time for the whole race was 9.03; Conolly's, 9.05. Heusner and Jameson withdrew before the finish.

In the five-mile open there were four entries, W. S. Campbell, H. J. Hall, W. E. McCune, J. F. Midgley. The strong wind which was blowing at this time bothered the riders considerably, but they came down the home stretch in fine form each time, and elicited loud applause from the grand stand. Midgley finished first on the first and second miles, and then McCune led at the third and fourth miles; then Midgley ran ahead, and won the race in 17.00.2-5, Campbell a close second. McCune and Hall were a way back.

John M. Stout then gave an exhibition of fancy riding on the Star. Stout is a deaf mute.

There were six entries in the two-mile race, 6.45 class. This was won by W. E. McCune, time 6.45 3-4, with Kenneth Brown second, and Frank M. Brinker third.

Much amusement was given the spectators by the comic act of M. B. Young as Pat Rooney in his first attempts at bicycle riding.

The one-mile "West End" club race was won by C. J. Iven, in 3.26, with C. J. Conolly second, time 3.28.

Midgley, Campbell, Hall, Pratt, Brown, Cochran and McCune were the entries in the three-mile handicap race. The last five were given a start of twenty seconds. Midgley won, with Cochran second and Brown third. Midgley's time was 9.22 1-2.

The one-mile open race between Midgley, Cochran, Campbell, and Pratt was won by Midgley in 2.44 1-2, Campbell second, time 2.48. This beats the best record made on the Rochester track.

The one-mile, Rover type, was won by R. S. Davis in 4.41 3-4, B. A. Pratt second, time 3.43. A consolation race, between H. H. Loder, C. O. Zeller and E. W. Budd, was won by Budd in 3.05, Zeller second.

NOTES.

It was a big day for Midgley and the Springfield Roadster. That "combination" worked to win in every race it started.

The West End Club acted the generous host to perfection.

Barber's trick riding was a very taking feature.

A 200 yards foot-race was run between H. H. Loder, W. B. Young and C. J. Connolly. The last two got left, Loder winning in 26 seconds.

REMEMBER Hartford, September 12 and 13. See transportation notice in another column.

HUNTINGDON, PENN.

"SEE Rome and die" was a saying amongst the ancients, who, by the exercise of amazing talents, the outcome of the most arduous physical exercise, approached a civilization, we are told, far beyond that we have reached in this wonderful age even, but with all the glory and pomp of Rome, which, like the letter X, appears to have been an unknown quantity. We might safely vie with the ancient race, and exclaim, "Behold the Juniata Valley, and perceive the garden of the gods." Our backwardness in physical training, it is true, would not warrant our crossing issues with, or even claiming to be on a par with, the ancients; but for a small community, such as exists at this section, the centre of the Valley of the Juniata, we feel that we are entitled to some little credit as developing the spirit of true manliness, and the intuitive qualities of keen perception, which are the necessary outcomes of a judicious pursuit of the sport of cycling and kindred exercises.

The Juniata Wheelmen is a young association yet, having only been organized last May. It was the outcome of the suggestions of two active wheelmen, D. S. Drake and W. M. Tehan, who commenced operations with a view to bringing together all riders of the "noiseless steed" in the vicinity of the Juniata Valley, extending from Hollidaysburg in the west to Duncannon in the east. Lists of all the riders were obtained throughout the territory mentioned, and a close canvass showed that there were upwards of 150 active wheelmen within that space who had no permanent organization or club. With a view to creating favorable impressions amongst the citizens, a rigid code of honor was set forth, which prohibited a rider from trespassing on the sidewalk with his wheel, and required him to show a generous deference to horsemen when on the public highway, and to abstain from reckless riding along the well-kept streets of the borough. This code of honor has been steadily ob-

served. In some instances the riders of the mysterious circle have been the means of capturing runaways, so that by a good nature, the exercise of a quality of supreme patience, they have succeeded in creating a favorable impression, and have become a recognized body in the community.

A party of five took in the L. A. W. meet at Baltimore, in June last, consisting of E. E. Ellsworth, J. E. Patterson, D. S. Drake (Sec.), W. M. Tehan (Capt.), G. Ellsworth and A. C. Willison (Standard Bearer), making entire distance on the wheel, one of the number (Patterson) riding in two events on the track at the Arlington Park races. It will thus be seen that there is some go-aheadedness in the ranks, and it would be strange if such grit did not arouse some amount of enthusiasm, even in the most indifferent locality, and the rural districts of Pennsylvania have a most uncharitable name for dogged conservatism that would have been a credit to even the most cherished institutions of the optimists; but something had to thaw, so the boys said, and the result was that the club captured a large number of the young braves of the town, enrolled them as members, and went forward to carve its own destiny; therefore it was no small day in camp when the first annual meet and road race, which took place on August 29 last. Wheelmen gathered themselves together from the surrounding districts, and were bold enough to essay riding into the quaint, historic town of Huntingdon awheel. Some came on the cars, and hurled their bold anathemas at the Pennsylvania Railroad Co. for their greed in taxing them for conveying their wheels; but a ray of joy bespread their bronzed countenances when they read the order in the BICYCLING WORLD that the Pennsylvania Railroad had for once decided to move with the times, and forego all charges on the steeds of the men who intend to take in the Buffalo tournament in the early part of the ensuing month.

The occasion was auspicious in another way. On the same day the Tippecanoe Veterans held their parade, and they, having been invited to accompany the Young Men's Harrison and Morton Club to the Opera House, had engaged the City Band for the occasion, and very thoughtfully invited the Juniata Wheelmen to join their parade. The latter body of course sank all their political differences for the nonce, and knowing they would share in the benefits that bright music would inspire in their savage breasts, accepted the offer with much alacrity, going through the performance with a manliness of bearing that brought forth frequent outbursts of enthusiastic applause from the citizens, the good will of whom seemed to rise up in rolls on their faces, and recede like the surf on the briny. After the parade of the Tippecanoes, who had retired to the Opera House to hear a number of violent speeches as to the benefit to be derived from a heavy tax on that necessity without which a wheel cannot be made, — steel, — the wheelmen held a parade of their own, making a detour of the principal thoroughfares of the town, and catching the eyes of numberless pretty maidens, who had turned out, in spite of the sun's lurid rays, to view the procession of some fifty stalwart boys mounted on wheels of all makes, sizes and styles, from the safety up to the Star. A Club run out to Centre Union followed, a distance of five miles, and the road race consisted of the run back home. There were many starters, and the following managed to secure the places assigned to them here.

The distance was five miles, and the time made was as follows: J. E. Patterson (Williamsburg, Pa.), first, 20 min. 48 sec.; A. C. Willison (Cumberland, Md.), second, 23 min. 20 sec.; F. T. Purdue (Tyrone, Pa.), third, 24 min. Of the machines ridden, Patterson rode a Star, Willison a Springfield Roadster, while Purdue rode a Singer Challenge.

The road in question contains some respectable hills, such as would prove offensive to the eye of the Washington cyclist after being used to a "Wheelmen's Paradise," but which, to the casual observer in this mountainous section, hardly serve to "point a moral or adorn a tale;" nevertheless, the time made was exceedingly creditable.

W. M. Tehan (Captain) acted as starter, D. S. Drake (Secretary) as judge, W. M. Graffins as referee, and Elmer Stewart as timer.

The prizes were distributed by Chief Burgess, John A. Port, who made an appropriate address, after which a most successful lantern parade was held, a detour again being made of the principal thoroughfares of the borough, eliciting frequent outbursts of applause from the enraptured citizens, who had never seen anything of the kind before. The lantern parade being over an ice cream festival was next in order, and a reunion of the wheelmen, when the usual buoyancy of spirit and intense hilarity, unaccompanied by what is known in Boston as "rowdyism," prevailed. The festivities were kept up until a late hour, and these being ended each man sought the seclusion of his own little bed, Huntingdon being a "dry" town and having nothing to offer in the form of "grape juice," whereby the faculties are sometimes impaired, and shows its result in such instances as a 6 7-8 cap absolutely refusing to cover a No. 7 head, although the owner affirms that said cap is his property and matches his suit.

All the way through it was a pleasant affair, free from accidents, and has done much good for the wheel, which will begin to show itself in the fall and early spring of next year. We are also sanguine that it will produce like results for the L. A. W., and bring into the fold of that institution a number of worthy men, who, if muscular force and bicepital capability go for anything, may be heard from later on.

W. M. TEHAN,
Captain, L. A. W. 18,704.

FAST time will be made at Hartford, September 12 and 13.

AN INGENIOUS INVENTION.

AN ingenious New England mechanic has invented a device for which he is about to apply for a patent. He has turned the "nickel-in-the-slit" idea to practical use in the letting of tricycles. He clamps his device to the axle, near the sprocket wheel. It is a small box of tricks, in the top of which is a slit large enough for a half dollar. Dropping a half dollar into this sets machinery in motion, which runs for an hour. At the end of this time a bolt shoots out and locks the sprocket wheel, and the machine will go no longer. Another half dollar gives another hour. The great objection to the thing, at present, is, that the bolt shoots out and stops the machine at once. This may occur in coasting a hill, or spurt and the unlucky rider may be made to shoot out from his saddle, but the inventor assures us that he will correct this by employing a core which will press slowly and steadily against the spocket, bringing the wheel gradually to a stand still. This little device will be a blessing to renters of machines. It will be ready for the market next year.

WE desire to call attention to the advertisement of H. B. Smith Machine Co., giving a cut of their latest novelty, the "Star Safety," of which we shall give a description in an early issue.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written, see advt. Send in 25 cents for a copy. It's value received.



CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. **Do you want a $10.00 or $5.00 Cyclometer? We will send you one Free,** any make you desire, and this is this is the way we propose to do it: Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer, The numbers will be thoroughly shaken again, and a **second number** drawn, the lucky holder of which will secure a $5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it **Free.** Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman **needs** a luggage carrier. There is none equal to the "Ross Improved; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only **$1.00.** By mail **$1.10.** In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer, - - - - 15 Second Street, Albany, N. Y.

SUCCESSOR TO C. H. ROSS & CO.

P. S. All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

AN attempt has been made by several cycling papers to make it appear that secret meetings were held in Room 213, of the Carrollton, at Baltimore, and that these meetings were in the interest of what is termed "the ring." It is very true that there were secret meetings in Room 213. Every standing committee that had any business to transact used this room. It is the fate of the Secretary to have his quarters used as a committee room at every gathering of the kind. The Reorganization Committee did meet there, and they did consult with the "Cabinet" concerning the changes proposed in the new Constitution. They heard Louisiana and the smaller States and they made the changes asked for. They even discussed Mr. Shriver's proposed amendments but the Cabinet was against all of them. Let it be known that the Cabinet is composed of the officers and the chairmen of the Standing Committees. This body has no power to act, but as it is generally composed of the representative men of the League it is consulted in all important work. Did anybody ever hear of a large organization in which the few did not work while the many shirked? It is an undoubted truth that the workers of the League are not numerous They may indeed constitute a ring, but if the ring serves the best interests of the League, who shall condemn it. That the rank and file have confidence in the leaders of the League is attested by the fact that they are elected each year without contest. The Cabinet idea is a good one. It brings the best men of the League together for consultation. If it results in a "ring" it still can well exist until ring rule proves detrimental to the best interests of the League.

To the Board of Officers, Massachusetts Div.

There will be a meeting of the Board at Young's Hotel, Boston, on Saturday evening, Sept. 15. Dinner will be served at 7.30 P. M. Yours truly,

H. W. HAYES, Chief Consul.

Connecticut Division Board of Officers Meeting.

A meeting of the Board of Officers of this Division will be held on the evening of September 12th, 1888, at 8 o'clock in the parlors of the Connecticut Bicycle Club, Hartford, for the purpose of electing delegates.

E. A. DE BLOIS, Sec.-Treas.

New Jersey 5th Annual Meet.

The 5th annual meet of the New Jersey Division will be held at Orange on Friday and Saturday, September 21st and 22nd. The races will be held at Roseville on Friday afternoon. There will be a lantern parade in the evening, the business meeting will be held in the forenoon of Saturday and a hill climbing contest and runs in the afternoon, to conclude with a Jersey Smoker in the evening.

J. H. COOLEY, Chief Consul.

New Jersey Road Book Notice.

In answer to the many inquiries for the new Road Book, will say that it is to be published by the Pennsylvania Division and we have an agreement with them by which they are to supply our needs. Last January I was informed by Mr. Wells, a member of the publishing firm having it in charge, that they should go to work upon it at once and expected to have it out by the time the riding season opened.

It has not yet appeared, but the members of this Division may rest assured that as soon as it comes to hand it will be forwarded to them without delay.

J. H. COOLEY, Chief Consul.

Pennsylvania.

Will you kindly notify the members of the Pennsylvania Division, L. A. W. that owing to the failure of other interested State Divisions in coming forward to help publish the Road Book, that it is impossible at present to state when it will be sent out. Also that every member of this Division will receive a book free, when same is ready. Respectfully,

GEO. A. JESSUP,
Chief Consul Penn. Div. L. A. W.

New York—Return of Votes, Election 1888.

For Chief Consul.

Districts	1	2	3	4	5	6	Total
*G. R. Bidwell	105	86	20	45	56	50	362
G. G. Teller	..	1	..	..	..	..	1
E. K. Austin	..	1	..	..	..	..	1
Blank	..	11	..	..	..	..	11
Total vote							375

For Vice Consul.

Districts	1	2	3	4	5	6	Total
*W. S. Bull	104	88	20	45	56	50	363
Joshua Reynolds	1	..	..	..	..	..	1
Blank	..	11	..	..	..	..	11
Total vote							375

For Secretary-Treasurer.

Districts	1	2	3	4	5	6	Total
*G. M. Nisbett	104	85	20	45	56	50	360
Blank	1	14	..	..	..	..	15
Total vote							375

For Representatives.

First District	*I. M. Shaw	105
	*J. C. Gulick	105
	*J. M. Warwick	105
	*W. H. De Graaf	104
	*H. E. Voorhis	103
	Blanks	3
	Defective ballot	1
Second District	*C. C. Alden	81
	*H. Greenman	87
	*I. B. Potter	95
	*F. W. Loucks	85
	*M. L. Bridgman	90
	Joseph Manne	36
	C. Schwalbach	2
	W. J. Gilfillan	4
	G M. Halsey	4
	W. E. Fuller	1
	John L. Shepherd	4
	A. W. Caswell	1
	Robert Hibson	1
	Blank	4
	Defective	3
Third District	*James R. Knowlson	20
	*Joshua Reynolds	20
Fourth District	*Fred Brigham	33
	*Allen G. Wood	43
	C. W. Wood	12
Fifth District	*H. C. Spaulding, Jr.	56
	*I. Reynolds Adriance	56
Sixth District	*H. T. Appleby	49
	*F. B. Graves	50
	*G. E. Blackham	50
	J. R. Williams	1

Second District—Votes Not Dated.

Chief Consul	G. R. Bidwell	7
	Blank	3
Vice Consul	W. S. Bull	7
	Blank	3
Secretary	G. M. Nisbett	7
	Blank	3
Representatives	C. C. Alden	9
	Joseph Manne	3
	H. Greenman	10
	I. B. Potter	10
	F. W. Loucks	8
	M. Bridgman	10

*Elected.

Votes cast later than Aug. 15, and therefore rejected, without affecting the result of the ballot, 140.

The above returns are correct.

(Signed) E. J. SHRIVER,
Secretary Treasurer pro tem.

Correct: WM. W. SHARE,
JOHN REGINALD BLAKE (Acting),
Rights and Privileges Com.

Kansas Election.

We, the undersigned, have carefully counted and examined the mail votes for changing Sect. 1 a. Art. II, of By-laws Kansas Division and election of Officers; certify this correct:

In favor of change	81
Against	1

For Chief Consul.

W. C. Bradley of Ottawa	45
A. J. Henly, Wichita	19
C. S. Davis	6
J. H. Everest	2

For Vice Consul.

C. S. Davis, Junction City	59
W. C. Bradley	2
W. Taylor	3
H. S. Hale	1
C. W. Chandler	1
J. H. Everest	1

For Secretary-Treasurer.

Otto H. Wulfekuhler, Leavenworth	52
Phil. Brown, Ottawa	16
C. N. Brown	2

For Representative.

W. Taylor, Topeka	57
E. W. Bowles	5
J. H. Everest	1
H. S. Hale	1
P. B. Pulsifer	1

I authorize the above report, J. H. EVEREST,
Chief Consul.

F. C. MORROW, No 689,
HENRY FLYNN, No. 686,
OTTO H. WULFEKUHLER, No. 697,
Sec.-Treas. Kansas Div. L. A. W.

Mail Vote in Maine.

The vote for Chief Consul, Vice Consul and Representative of the Maine Division, L. A. W., will close Sept. 15. The Portland Wheel Club have made the following nominations, which have been ratified by several other clubs in the State: For Chief Consul, Dr. G. E. Dow of Portland; Vice Consul, C. D. Batchelder of Sanford; Representative, James O. Whittemore of Fairfield. The result of the vote will be published in the *Bulletin*. A. L. T. CUMMINGS,
Sec.-Treas.

Biddeford, Sept. 5.

Michigan Division Elections.

A quorum of the Returning Board not being present on the evening of the 15th August, adjournment was made until the 17th, when there were gathered Chief Consul J. H. Johnson, Secretary-Treasurer J. E. Beal, F. C. Blodgett, P. H. Jacobsen (representing C. A. Lightner) and T. J. Kirkpatrick (representing C. B. Hastings; 286 votes were legally cast, as follows:

Vote for Chief Consul.

*A. B. Richmond, Grand Rapids	153
B. J. Holcomb, Detroit	132
C. A. Lightner	1

Vote for Vice Consul.

*Wm. Seyffardt, East Saginaw	280

Vote for Secretary-Treasurer.

*C. A. Conover, Coldwater	147
A. F. Peck, Detroit	138

Vote for Representatives.

*J. E. Beal	280
*H. A. Snow	148
George W. Eddy	138

JUNIUS E. BEAL,
Secretary Mich. Div. L. A. W.

At the Grand Rapids meet, held Aug. 18th, the Division dues were fixed at $1 per year. It was resolved to charge 50 cents for the Road Books on hand, and a committee was appointed to solicit subscriptions for the L. A. W. All transportation lines in Michigan were reported as carrying wheels free when accompanied by owner. President Kirkpatrick attended the meet.

Report of the Secretary-Treasurer.

To the Members of the Michigan Division, L. A. W.:

The Division has had the most prosperous year since its formation. From a good sized indebtedness we have come to a surplus, and no bonds to buy, even at a premium. During the fiscal year from July 7th, 1888, to date of Ann Arbor meet, we have received from the L. A. W. Treasurer, from Road Book account, and receipts from ads. in the Meet programme, $150.10. We have paid out for printing Road Books, Meet programmes, circulars and postage, $142.85, leaving a balance in our favor of $13.25. In December the Secretary-Treasurer advanced the Division $75. That has been paid, and we owe no man a cent.

As to resources, we have twenty Road Books with their plates, etc., and a goodly amount due us from the L. A. W. Treasurer for dues this quarter.

In closing this report the Secretary-Treasurer wishes to express his acknowledgment of the uniform cour

tesy and kindness of the members toward him during the three years in which he has been honored by your support in that office of considerable work and small pay. Respectfully submitted, JUNIUS E. BEAL.

Ohio Election.

The report of the committee appointed by me to canvass the vote for your officers for the year beginning September 1, 1888, is before me, and I hereby officially announce the election of the following:

T. J. Kirkpatrick, Springfield, Chief Consul.
Fred J. Brice, Toledo, Vice Consul.
Joseph W. Spahr, Springfield, Secretary-Treasurer.
A. E. Mergenthaler, Fostoria, Representative.
Marcus Moses, Gallipolis, Representative.
Dr. C. H. Griffin, Ravenna, Representative.
E. R. Eastman, Ottawa, Representative.
W. P. Harmony, Sidney, Representative.
H. B. Ham, Marion, Representative.
M. A. High, Cincinnati, Representative.

JAMES R. DUNN, Chief Consul.

Missouri.

I have this day appointed the following Local Consuls, viz.: Kirksville and vicinity Dr. G. A. Sparling, Kirksville, Mo. Lancaster and vicinity. H. A. Miller, Lancaster, Mo. Yours truly,

W. M. BREWSTER, C. C.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Plainfield Bicycle Club, Plainfield, N. J.—Frank L. C. Martin.

Detroit Bicycle Club, Detroit, Mich.—Clarence H. Smith.

Illinois Cycling Club, Chicago, Ill.—A. J. Street, E. J. Roberts, C. B. Gibson.

New York Bicycle Club, New York City—E. J. Shriver, J. M. Audrieni.

Transportation.

Santa Fe Road.

Rule No. 37 in book of instructions to train baggagemen of the Santa Fe Route, dated April 29th, 1888, reads as follows: Bicycles will be carried free when the owner is a passenger on same train and holds proper transportation. They may be checked locally or between points on the Chicago, Santa Fe and California Railroad, Atchison, Topeka and Santa Fe Railroad, Atlantic and Pacific Railroad, or California Central or California Southern Railroad, at owner's risk of loss or damage, but only one bicycle for any one passenger. Baggagemen may collect 25 cents for 25 miles or over, but no more than 25 cents will be collected for one baggageman's run. The above covers Santa Fe lines in Illinois, Iowa, Missouri, Kansas, Indian Territory, Colorado, New Mexico, Arizona and California.

Boston and Albany Railroad.

Under date August 15, 1888, the Boston and Albany Railroad issue following circular: Upon receipt of this, Rule No. 9, Book of Rules and Regulations, No. 5, for the government of train and station baggagemen, relative to transportation of bicycles, will be changed to read as follows: Bicycles will be received and forwarded in baggage cars at the rate of 25 cents each for distance of 25 miles or less, and for longer distances at the rate of one-half cent per mile. The clause relative to tricycles will still remain in force. By the above, the Boston and Albany makes a reduction from its former charge of one cent per mile.

Fitchburg Railroad.

The Fitchburg Railroad transports bicycles free in baggage car when accompanied by owner and at owner's risk. A paper releasing the railroad company from claims in case of loss or damage, is required to be signed in depot baggage room before starting.

The Indiana and Western Railroad.

This road has recently been changed in name, from the Indiana, Bloomington and Western Railroad. Changes in management have also occurred and train baggagemen are taking advantage of the situation by exacting charges. Until a new arrangement can be effected with the new management, wheelmen had best take other lines. B. B. AYERS, Chairman,

Chicago, August 22, 1888.

John D. Lamont of Chatham, Ont., returned from State meet at Grand Rapids, Mich., August 20. His bicycle was broken by baggagemaster of the D. G. H. and M. Railroad, apparently on purpose because no fee had been paid. Bicycles on this road are carried free at owner's risk of damage but if a baggageman intentionally injures a wheel he should be discharged or pay the damages out of his own pocket. The matter is referred to the Michigan Division to adjust with the D. G. H. and M. Railroad and if assurances cannot be obtained that wheels will be located carefully, wheelmen are advised to use other lines, notably the Michigan Central, which road guarantees the most careful handling of bicycles, and reaches all prominent Michigan points.

Mr. Chas. A. Gareis, of Baltimore, travelling from Alantic City to Philadelphia, August 17th, via., West Jersey Railroad was charged 75 cents for his bicycle. The baggagemaster was authorized to charge only one-half cent per mile, minimum charge 25 cents. As no receipt was taken there is nothing on which to take up the overcharge. Wheelmen are requested to secure receipts from baggagemen whenever excess charges are enforced. It is only on such evidence as this that correction can be made.

B. B. AYERS, Chairman.

Chicago, August 28, 1888.

Kentucky.

I have mailed the Recruiting Circular to members of this Division. Those who receive it will confer a favor and help the cause by distributing same among unattached riders. Fraternally,

ED. H. CROMINGER, Chief Consul.

West Virginia.

I have this day appointed C. G. Dunbar to be Consul at Parkersburg, West Virginia.

Fraternally yours, H. P. WILKINSON.
Chief Consul, W. Va. Div. L. A. W.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 155—Total 51—11,283.

BOSTON, Sept. 7, 1888.

ALABAMA—1—14.

Unattached.
20526 Jones, W. H., Sheffield

CALIFORNIA DIVISION—3—344.

Los Angeles Wheelmen.
20518 Brace, W. H., 16 West 3rd st., Los Angeles
20519 Whomes, Geo., Main st., "

Pasadena Cycling Club.
20520 Simpson, Geo. A., Pasadena

CONNECTICUT DIVISION—5—452.

Stamford Wheel Club.
20496 Jessup, N. R., Stamford
20497 Parsons, F. C., "

Unattached.
20494 Ringer, A. F., Falls Village
20495 Morris, S. W., "
20535 Loomis, Henry W., 339 Orange st., New Haven

DISTRICT OF COLUMBIA DIVISION—2—151

Unattached.
20521 Clapp, H. M., 1416 Corcoran st., Washington
20510 Curry, E. E., 625 A st., N. E. "

ILLINOIS DIVISION—4—702.

Illinois Cycling Club.
20511 Ambler, F. W., Jr. 1066 W. Monroe st., Chicago
20527 Butlon, Chas. E., 744 W. Van Buren st., "
20528 Durkee, Geo. B., 206 Hermitage ave., "

Unattached.
20502 Walter, B. F., Maroa

INDIANA DIVISION—1—192.

Unattached.
0529 Williams, Wm. R., Economy

KANSAS DIVISION—2—146.

Unattached.
20523 Page, O. F., Emporia
20522 Page J. B., "

KENTUCKY DIVISION—1—87

Unattached.
20530 Sawyier, Henry W., Frankfor

MAINE DIVISION—2—133.

Unattached.
20498 Chandler, Fred W., 103 India st., Portland
20499 Dunlap, C. Archer, Box 898 "

MARYLAND DIVISION—2—445.

Centaur Cycle Club.
20538 Keys, J. Walter, 241 S. Bond st., Baltimore

Unattached.
20539 Dresel, A. F., Box 122, Baltimore

MASSACHUSETTS DIVISION—2—1196.

Unattached.
20540 Richardson, E. E,, Attleboro
20531 Nichols, Chas. R., 40 Clifford st., Roxbury

MICHIGAN DIVISION—1—340.

St. Johns Bi. Club.
20536 Fitzgerald, H. H.. St. Johns

MINNESOTA DIVISION—3—109

Minneapolis Bi. Club.
20512 Douglas, R. A., 319 Nic. ave., Minneapolis
20513 Monash, Will, 209 8th ave., N. "

Unattached.
20537 Gregory, E. S., Winona

MISSOURI DIVISION—1—331.

St. Louis Cycle Club.
20517 Hart, J. W., 1622 Carroll st., St. Louis

NEW JERSEY DIVISION—3—704.

Essex Bi. Club.
20532 Robertson, J. Albert, 33 Wright st., Newark

Unattached.
20541 Strykirpe, S. D., 176 N. 6th st., "
20503 Crosby, Henry C., 92 Wash. st., Patterson

NEW MEXICO—1—3.

Unattached.
20504 Logan, L. C., Watrous

NEW YORK DIVISION—7—2351.

N. Y. Bi. Club.
20505 Cambreleng, S. P. 1065 Park ave., New York
20506 Roy, Wm. H., 118 Nassau st., "
20507 Taylor, H. C. 26 West 52nd st., "
20508 Westbrook, John J., 542 Broadway, "

Unattached.
20533 Flach, E. T., 466 Oak st., Buffalo
20500 Fanning, W. E., Croton Falls
20542 Gruppe, Chas. P., 109 Gregory st., Rochester

OHIO DIVISION—1—891.

Unattached.
20514 Rehmann, J. F., East Palestine

PENNSYLVANIA DIVISION—6—1411.

Bradford Wheelmen.
20515 Scheanck, Chas. E., Bradford

Erie Cycling Club.
20524 Brevillier, Frank A., 121 East 10th st., Erie

Philadelphia Bi. Club.
0543 Haines, Wm. A., Box 720, Philadelphia

Wellsboro Wheelmen.
20509 Sweet, C, A. Wellsboro

Unattached.
20525 Marks, M. M., 806 State st., Erie
20534 Hoopes, C. R., Box 11, West Chester

RHODE ISLAND DIVISION—1—243.

Unattached.
20501 Bourn, W. C., 35 Dover st., Providence

TENNESSEE DIVISION—1—59.

Clarksville Cyclers.
20544 Lytle, Geo. W., Clarksville

WEST VIRGINIA DIVISION—1—37.

Wheeling Wheelmen.
20516 Gundling, L., 1505 Chapline st., Wheeling

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With 39-inch diam. Driver and 24-inch diam. Steering Wheel.



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8 OUT OF 11

events won on COLUMBIAS.

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AN INTERNATIONAL REPUTATION.

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BOSTON, 14 SEPTEMBER, 1888.

Volume XVII.
Number 20.

There's Nothing Surprising in That!

Being mounted on "VICTORS," they couldn't help getting there first. It was at Buffalo. and the field of starters that turned up for

The Bi. World 100 Mile Road Race

was a great one, and no mistake.

There were flyers from all over the country, and all "loaded for bear."

In the bunch were Frank M. Dampman, of Honey Brook, Pa., and B. Frank McDaniel, of Wilmington, Del., mounted on their regular Victor Light Roadsters—regular in every respect.

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It's a pretty good score. We don't care for third place when we can have first and second, and four out of five at the finish.

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FOR SALE—New Columbia Light Roadster Tricycle, $125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

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Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

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Bicycle clubs or club members desiring cards wirh fac simile of club badge or of any particular design should wric for estimates, as we arc prepared to do work at lowest possible price. **Agents Wanted.**



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Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

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The book has 244 pages of letter press, and is beautifully illustrated.

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CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

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OF THE

Kings County Wheelmen, of Brooklyn,

Rode * a * NEW * MAIL,

With Trigwell's Ball Head,

1,218 Miles in June, on the Rough Long Island Roads.

He Says the Wheel is an "Easy Runner."

Why don't you Exchange your old wheel for a NEW MAIL? Now is the time. Write us.

WM. READ & SONS, - - 107 Washington Street, Boston.

THE BICYCLING WORLD
FOUNDED 1878
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 14 SEPTEMBER, 1888.

THAT the Boffalo meet has not been the great and unqualified success that all well-wishers of the management and lovers of the sport had hoped, cannot be gainsaid. The cold weather and the poor condition of the track had much to do with the unsatisfactory results. The accident to Van Sicklen, who at this writing, is not pronounced out of danger, cast a damper over the usual good spirits of the cyclists present. Another factor is the general feeling of disatisfaction was that most decided friction existed between members of the professional fraternity as to the decisions rendered in several disputed cases. We were several hundred miles away from Buffalo and so cannot give our views on the justice of the decisions. We think, however, that the charge made by aggrieved men that justice was not meted out because that certain manufacturers were represented on the Board of Officers, is hasty, and one that will scarcely bear the close scrutiny of unbiased investigation. As we were advised that the disatisfaction was chiefly because of the appointment of H. D. Corey as one of the judges. We communicated with Mr. Corey and received the following reply which speaks for itself.

BOSTON, Mass., September 12, 1888.

Editor Bicycling World: I am very sorry that Manager Morgan objected to my acting as judge at Buffalo and must object to his statement that I favored Rowe in two of the close finishes. The fact of the matter is, that I was not serving during the first day's races, the judges being Messrs. Bidwell, Luscomb and Bull. On the second day, hearing of Mr. Morgan's disatisfaction at a member of the Trade being an official, I asked Mr. Ducker to take my place in the professional races, which he did, and the decisions given were the unanimous opinion of Messrs. Ducker, Luscomb and Pyne, together with referee Merrill. It will be seen from the above that I had nothing to do with judging the professional races nor did I act in any capacity whatsoever, when they were taking place, but even if I had done so it would hardly have been possible for me to have persuaded the other two judges and referee that my decision waa infallible. Yours very truly, H. D. COREY.

FROM WASHINGTON C. H., OHIO.

HAVE we been mistaken in stating that in the suburbs of Boston is found the wheelman's Paradise? Sometimes we think so when we read such communications as the following, received and dated Washington C. H., Ohio:

"The wheel has a great many admirers here. We have some of the finest roads in this county (Fayette) that ever a wheel was ridden over. We have hardly missed a Sunday (since the spring opened) taking runs of 50, 75 or 100 miles Good road to Dayton, 50 miles; excellent road to Springfield, 40 miles; good road to Columbus, 38 miles; and to Chillicothe, 35 miles. One of our riders (Hartman) made a trip of 800 miles through Indiana and Illinois to Peoria. He is glad to say that the wheelmen he came in contact with showed him excellent treatment; gave him the route, told him all about the roads, etc., excepting that at Crawfordsville, Ind., some one had the kindness to tell him he had "better ride between the railroad tracks when he reached Wayne Town." Just a sly way of telling him to take the train; well, he got through all the same. The fast men of this locality are Hegler and Hartman. Hegler rides a 57-inch Light Roadster Columbia; Hartman rides a 52-inch Victor. They are terrors to the rest of the boys on the road. Below I give account of recent races. August 29, two-mile, for championship of Fayette County—D. H. Hegler, first; F. M. Hartman, second; Dug. Knight, third; time, 6.35. August 30, half-mile open—F. M. Hartman, first; Dug. Knight, second; Seelig, third; time, 1.36. One-mile open—L. B. Perin, Cincinnati, O., first; D. H. Hegler, second; F. M. Hartman, third; Dug. Knight, fourth; time, 3.04. Two-mile open—Morris Greenwood, Cincinnati, first; D. H. Hegler, second; F. M. Hartman, third; time, 6.51.

"NOVIS HOMO."

"SPARROW'S" CHARGE VS. C. C. WELCH VIGOROUSLY REFUTED.

THE committee of the Bay City Wheelmen to whom was referred the matter herein below set forth, with instructions to take such action as might seem advisable in connection therewith, offer the following:

Resolved, That the Bay City Wheelmen, the largest wheel club west of the Mississippi River, the club in whose rooms the League of American Wheelmen in California was first organized, and which has given to the Division its first Chief Consul, two Secretary-Treasurers, and its present chief officer, hereby emphatically protest against the article signed "Sparrow," appearing in the BICYCLING WORLD AND L. A. W. BULLETIN of August 17th, as representing the sentiment of the members of the League of American Wheelmen in California.

That the malicious and cowardly attempt to falsely represent the retiring Chief Consul of California before the wheelmen of the country merits the contempt and scorn of every decent man.

That Robert M. Welch, the first Chief Consul of California, who now retires after two years and a half of active service, for his successful effort in establishing on these distant shores of the Pacific, a powerful and wealthy Division of the League of American Wheelmen, deserves the gratitude and consideration of that body at large, as he already enjoys the friendship and esteem of the wheelmen of California.

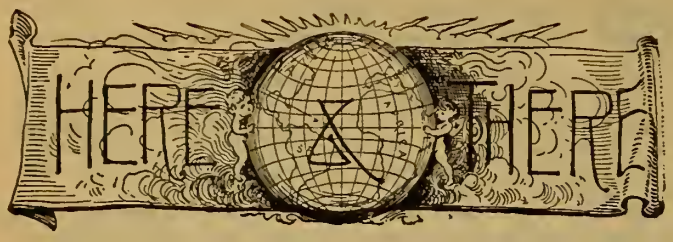
That we have every reason to believe and do believe that "Sparrow" is the same individual, who being sent to Stockton on behalf of a San Francisco daily paper to report the annual Division meet, grossly attacked the judges for their decision in the one-mile State championship, and subsequently in the papers of the city charged them with being corrupted by persons having money staked on the result.

We further believe him to be the author of the overdrawn and in many respects untruthful article signed "Achorne," also appearing in the WORLD AND BULLETIN, regarding the behavior of wheelmen at the Stockton meet. We therefore warn the editor of the WORLD AND BULLETIN against this correspondent as a formenter of discord and one utterly unworthy of confidence.

CHARLES C. MOORE,
ROBERT A. SMYTH,
J. E. BAUER. } The Committee.

San Francisco, Sept. 2d, 1888.

[We have a dozen letters from members of the California Division protesting against the charge made by our correspondents vs. Mr. Welch. As the above letter voices the sentiments of our other friends, we trust they will excuse us for not printing the letters they so kindly sent us.—ED.]



PORKOPOLIS NOTES.

"STAR."

It is useless for the *C. G.* editor to agitate the subject of another combined meet, for the conduct of certain riders, and the unseemly scramble at the dinner table at the last meet at Latonia so disgusted the better class of wheelmen present that at least a score of them were heard to declare that they had had about enough "combined meet" to last them till the next century.

Only one hundred League members in this city! This number could and should be doubled before the close of the season.

Some one has suggested a road race between the "Duke" and Dr. Green, in order to determine the respective merits of those inveterate scorchers.

During the winter of 1884-5 an enthusiast asserted that, on account of the social features, the roller skating fever would last longer than the bicycle "craze." That was a pretty bad guess, was it not?

Frank Heidkamp, who has had an extra saddle placed on the frame of his safety for the benefit of his two-year-old nephew, is often seen riding up Gilbert avenue and through Eden park, with his little charge, at a pace that would test the powers of a veteran, and yet he will not attend a club run for fear he cannot keep up.

To test the right of the Cincinnati and Covington Suspension Bridge Co. to discriminate against wheelmen, Mr. R. C. Taylor, of the Kenton Bicycle Club, attempted to ride across on Sunday, Sept. 2, and was arrested. At the trial on the following day before the Mayor of Covington, Mayor Athey decided that whilst the demands of the cyclists seemed reasonable, a test case could only be made in a higher court. He therefore filed the charge against Mr. Taylor, who now threatens the Bridge Co. with a suit for damages.

To think that Wm. Miller, who recently so handsomely entertained his fellow club members at his country seat, and whom they have always regarded as a model of decorum and dignity, that *he* should have been caught in the act of tearing out the front of a house on the Independence pike is almost beyond belief; but stranger still is the report that when the irate inhabitant, armed with a double-barreled shot-gun, rushed out to demand redress, the imperturble William simply bent on him a look of supreme contempt that almost paralyzed the brawny rustic, for he immediately retreated the way he came and a moment later was heard bolting and barring the door.

A good story is told on the winner of the "heat" race at the late Carthage fair. On a day when the thermometer stood at 100 degrees in the shade he started out with a fishing party to walk to the Little Miami. A mile of the way lay through a luxuriant cornfield, and when the "will"-ful young man emerged from this "green wood" he was almost ready for the coroner. He succeeded, however, in reaching the fishing ground, where he amused himself by throwing mud at the bait of the others till they threatened to throw him into the river, so he started to walk home via the Columbia pike. He says he was so weak when he reached the almost perpendicular hill at Si. Keck's that, fearing he would faint before reaching the top, he ran (?) up, and did not stop till he fell exhausted at the door of a certain veteran, whose lovely daughter took him in and cared for him. He was so ill that he was obliged to remain there for several days.

Scorching and long runs are the fatal mistakes of a number of our local clubs. Our highways are, with few exceptions, hilly—some exceedingly so—and not always in the best condition, and the man of sedentary habits, who can only ride once a week, is very foolish indeed to attempt to scorch for fifty or seventy-five miles over such roads, for he will be exceedingly fortunate if, on account of this severe and unusual strain he gets off with simply a liberal supply of liniments and porous plasters. In this way many quiet, conservative and desirable members are either driven away from or prevented from joining the various clubs, and even to those able to endure the strain it begins in time to be work, and they gradually grow tired and indifferent. Again, what pleasure can there be in a run where the riders are strung along the road for ten miles? Does not this account for the poorly attended runs of the Avondale, Newport, Brighton, Kenton and other clubs? Would it not be better to follow the example of the C. B. C., whose runs, seldom long and never scorches, are so well attended?

SYRACUSE.

"SALINA."

The popularity of the R. D. safety is on the increase every day, and many predict them to be the coming wheel. There certainly must be a demand for them in the far West, judging from the telegram published in the 24th August World. Although we now have less than a dozen riders our salty city is falling into line, and several of our best ordinary men will undoubtedly be seen next year on the "two little wheels."

Every meeting sees new men elected to our club membership. May the good work go on, for increased membership means increased activity.

A large photo. of the Baltimore meet now decorates our club (the Syracuse Cycle Club) rooms. It is tastily framed, thanks to Bugler Yale, and makes a decided acquisition to our collection of pictures, paintings and bric-a-brac.

"Chuck" Truesdell polished up his bugle before going to Buffalo, and said he would blow Buffalo full of salt atmosphere. "Chuck" recently captured a "dickey" bird, and after mounting it, presented it to the club. An appropriate poem accompanied the gift.

Our "Bill" Nye has ridden a "little bit" this summer. He has wheeled through the southern part of the State, and he turned up at Buffalo to swell the Saline ranks. "Bill" is a jolly good fellow, and may be seen almost any day, on his 54-inch Apollo, making tracks for the country, where he has lots of lady friends. He is another possible safety rider.

Captain Chapin is a road rider of no little ability. On several occasions he has given us a sample of his staying powers, notably his ride from here to Auburn, a distance of twenty-five miles, which he covered in a little over two hours. He has also proved a good Captain, both by his satisfactory selection of runs and his regular attendance on them.

Next! And now another wheelman has joined the ranks of the broom-sticked benedicts! This time E. Rice, the "Diamond King," and a trick rider of more than local fame. Ed. put up an elegant box of cigars at the last club meeting, and had he been there would no doubt have received an ovation equal to those given a presidential candidate. Mr. and Mrs. Rice have the cyclers' best wishes.

BUFFALO.

"ALI BABA."

When I learned of the *nom de plume* which you gave me I gtraightway sat down weeping and sobbing. Would that the Legislature were in session that I might make application for a change. With lascerated feelings I immediately gathered myself up and ran to the club house, where I embraced one of those "know-it-all," highly intellectual fellows whom it is so comforting to meet when in dire distress. Said he, "why this lamentation?" Said I, "they have given unto me a name which is a vexation of spirit, they have called me 'Ali Baba.'" He roared, I groaned. Said he, "grieve not, you have an excellent name, it is much to be desired and very appropriate." I looked up in amazement as he unfolded the story of Ali Baba and his adventure with the forty thieves. His explanation proved to be the "open sesame" to my pocket-book, as I rushed him at once to the nearest soda fountain and squandered ten cents in my mad glee.

There were nearly nine hundred visitors at the Buffalo Bicycle Club house during the week. Most of them registered, filling twenty-three pages of our register.

The rain last Saturday played sad havoc with those hundred-mile heroes, and a pity it was, for they looked more like mud hens at the finish than highly cultured wheelmen, which they certainly are. But they battled against fearful odds, and our friend Dampman, who was appropriately named on this occasion, won a great race.

The ladies' reception at the Buffalo Club house was one of the most enjoyable events of the week. Luncheon was served on the second floor. There were seventy-five ladies present, and our own Ladies' Tricycle Club, who honor our club with their presence, did

themselves exceedingly proud. We almost begin to feel that they are a part of our own organization (the Buffalo Club). The ladies were properly given the first position in the parade. The appearance of the Buffalo Club elicited frequent applause along the route.

THE State Division meet at the Buffalo club house was largely attended, and a full list of officers were elected to the national convention. They also adopted a new code of laws, and increased the annual dues from $1.00 to $1.50. An orchestra of several pieces was stationed in the lower part of the club house; guests were entertained each evening with selections from the best composers.

I OVERHEARD one of the Syracuse boys who had followed after Charley Adams in a long tour give his opinion of that gentleman in the following language: "I tell you he is an awful hustler. He starts in with that graceful ease and self poseession which is at once infused into others. He glides grandly along, gradually increasing his speed by infinitesimal increments (big words for Syracuse). He soars over the highway with pace increased so prodigously that the crest-fallen stragglers weep as they hear the buzz of his departing wheel." Our Syracuse friend is just about right, even if his language is highflown.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

THROUGH an error last week I am made to say that the Manhattan Bicycle Club was "the one of the clubs who are not going to Buffalo," whereas that club had a goodly delegation there, and it was only a few of those unfortunates who were kept at home on account of business that took the run to Patchogue.

MR PALMEDO, of the L. I. W., and I made the trip recently to Greenport, a la Wise, via Topbank and the railooad track. "A word," etc. "Don't."

IN the Long Island Wheelmen the riding records for August are as follows: L. H. Wise, 1437; F. M. Tunison, 821; Wm. Schmid, 609; G. G. Teller, 598; W. Schumacher, 519.

I UNDERSTAND that Captain Fleming, of the Century Club of Philadelphia, lately attempted the New York century, in company with nine others, but have not heard how they fared.

MR. W. E. HUNTER, of the Toronto Wheelmen, came down from Buffalo with the Brooklyn boys when the latter returned from the tournament, and is spending a couple of weeks here, seeing the elephant.

LONG ISLAND roads, with the exception of the Southern road, have been in a terrible condition, as a consequence of the continued dry weather, but the short "spell" of dampness has made riding possible, and the Patchogue Hundred is being well patronized, although few of the B. B. C. get beyond Massapequa, as usual.

PROVIDENCE.

THE "GOAT."

CAPT. J. L. SPIERS, of the Rhode Island Wheelmen, thought that as quite a number of the boys go to Warren every Thursday evening to hear the band concert and see the chipies that he would call a run, and it was no sooner said than done. The all eventful Thursday night came: the sky was overcast with thick, black clouds and there was a cold northeast wind, which cooled off the desire to go, on all except one, and he was wont to wait in his yard nntil the fellows came, as they have to pass his house. It is needless to say that he waited and all vain, but the individual, when he makes up his mind to go, he goes, as he did in this case. He arrived in Warren in time to see the band disband. In the meantime the Warren men (always awake), knowing that the Rhode Island Wheelmen were intending to come down (and knowing that they generally carried out what they start to do) had purchased a good-sized watermelon for purposes not here stated, but it retained its original size and shape, and the red fire was changed for almond candy.

THE Rhode Island Wheelmen proposed to have a lantern parade the evening of the day of the Division L. A. W. meet, Sept. 25, 1888. All wheelmen are invited that are in town that day, and to get as many lanterns on (and stay on yourself) as possible. We also keep open house for all strangers.

MR. GEO. R. HUTCHINS, B. Taylor Bruce and E. Roland Phillips were voted to represent the club in the team race.

MESSRS. KINGHORN and W. Beach are going to do the grand act on the light refreshments after the lantern parade. They are both stars.

NEW ENGLAND.

"THE JOTTIST."

CONSIDERING the fact that our correspondent, "Caviller," drew entirely on his imagination in describing a shadowy individual in an imaginary road scorch on Commonwealth avenue, we are much amused to find that a round dozen riders have each taken the cap and put it on, with threats of vengeance on Caviller, and growls of indignation.

PROVIDENCE, R. I., races September 15.

WEST MEDWAY, R. I., has an ordinance forbidding sidewalk riding under penalty of $20 fine.

THE races at Hartford postponed on account of rain until Thursday. Too late for this week's issue.

CLARENCE MONROE, the hero of the run down Providence (R. I.) City Hall steps took a tumble into matrimony last week.

THERE have been no less than a dozen cyclists arrested and fined in Olneyville, R. I., for sidewalk riding. The authorities there are sharp after such violaters of the ordinance.

WE are advised that Mr. E. H. Corson, of East Rochester, N. H., and editor of the *Star Advocate*, has been offered a lucrative position with a leading New York cycling house.

THE Providence wheelmen have an enviable reputation for managing races, when, therefore, we announce that a series of races will be held at Providence Sept. 25, we know that the attendance will be large.

IN describing the race between Patten and Ames, Maine's fastest riders, hints are given that a flying start was made. Can this be possible? And can it be that our friend Hicks late of St. Louis has been proselyting the cyclists of Maine before he sailed for England?

ON Labor Day Milton I. Deane, Richard B. Deane and Frank H. Borden, of the Fall River, Mass., Cycle Club, made a run from Assonet to Boston, thence through Chestnut Hill Reservoir to Newton Centre, Newton Highlands, Dedham, Norwood, Walpole, Wrentham, Attleborough, East Attleborough, Taunton, and then to Assonet, covering in all a distance of 112 miles by cyclometer.

"PAPA" WESTON has not ridden much this year, in fact his first ride was taken one day last week on a tandem, in company with a friend of his. The result was disastrous, as in coasting a hill in Milton they were thrown heavily, "Papa" cutting the back of his hand in a very nasty manner. "Confound those tandems," he was heard to murmur, "if I had stuck to the sociable I would not now be nursing a cut hand."

MR. W. M. LEAVITT, of Providence, R. I., the plaintiff in the last bicycle case, made a call on the road hog, Collings, to see if he would not compromise and not have it go to the higher court. On going to the barn he found Collings (where a hog would likely be found) in the stall with a horse, and dead drunk. Mr. Leavitt tried to get Collings out, and for his pains the horse kicked him in the face and blacked and cut his eye.

EFFETE New England still has the grip on the fastest track riders. Temple's failure at Buffalo to show up as expected, leaves the "flower" of the professional riders in New England, while Windle's undisputed leadership among the amateurs gives the old Bay State the fastest riders in the United States up to date. We do not expect that Windle will find his superior at Hartford, but we confess to a feeling that the Chicago boy, Temple, may turn the tables on his Buffalonian vauguishers.

THE Rhode Island Division will hold its second annual run through the suburbs of Boston next Monday, Sept. 17. The programme is: Leave Union Depot, Providence, for Boston at 7 A. M. Leave Providence Depot, Boston, at 9 A. M. and wheel through Cottage Farms, Allston, Cambridge (by Harvard College), North Cambridge, Western Somerville (by Tuft's College), Medford and Malden, to Crescent Beach (Revere) and southerly along the beaches to Great Head House (about eighteen miles). Dinner there 1 P. M. Leave hotel at 2.30 P. M. and wheel through Everett, Malden, East Medford, Somerville, Cambridgeport, Cottage Farms, and return to Boston (about seventeen miles). Supper at Clarendon Hotel, Tremont street, at 6.30 P. M. Leave Boston for Providence at 8.30 P. M.

NEWS AND COMMENT.

The fall 25-mile race under the auspices of the New York and New Jersey Road Racing Association will be run on Election Day. The Kings County Wheelmen now hold the trophy, and have the privilege of naming the course. The Milburn-Irvington course will no doubt be selected, as heretofore.

F. A. Dampman, the winner of our 100 mile road race, is a member of the Wilmington (Delaware) Wheel Club.

The Maryland Division are in pocket some $1200 over all expenses incurred in the late meet held in Baltimore.

Poughkeepsie, N. Y., will hold a grand tournament, September 20, 21. Mr. Ducker will have charge of the affair. Particulars in our next.

The Bavarian cyclists always carry a long carriage whip when a-cycling. They do this as a protection against impudent children and dogs of a sanguinary turn of mind.

"Found"—During the latter part of July, a "L. A. W." pin. Owner can have same by claiming and proving ownership before Nov. 1, 1888. Address F. T. Alliger, 149 Broadway, New York City.

Mr. Lamont, a Michigan L. A. W. Division member, had his machine badly smashed by a baggage man on the D. G. and H. M. R. R. The Division has taken the matter up and proposes to try and collect damages from the road.

On Sept. 2 Captain Will G. Hall, Wm. V. Coulter, E. J. Cook and Roscoe Pierce, of Springfield, Ill., started from that city intent upon a long run, time to be taken into consideration; Messrs. Hall and Coulter making a run of 120 miles in ten hours and four minutes; Messrs. Cook and Pierce finishing more leisurely, and making 122 miles in eleven hours. The above are members of the Springfield (Ill.) Wheelmen.

The Pittsburg *Smelter* says: "Bert Maxwell had the misfortune to be bucked from a bicycle yesterday. It was a Texas-bred machine, but, having no flea bites on it to denote the nativity, Bert thought it was a cross between a thoroughbred and a burro. We are grieved to relate that the exploiter was exploited into the ditch. His cerrebellum and diaphragm were uninjured, but the right arm caught it sadly. Accept our condolence"

The Crawford, Ohio., County Agricultural Society will hold a series of bicycle races at their fair to be held at Bucyrus, Sept. 26th. A gentleman from that place, in the same letter advising us of above, adds: "It seems to me *prima facie* that in a mile run a 50-inch wheel should have the start of a 56, but how far I cannot arbitrarily determine, mathematically it would not be difficult to settle the distance." Our correspondent is entirely incorrect. In handicapping the *size* of wheel ridden is never taken into consideration. The only thing that governs handicapping is the relative speed of the men competing.

Mr. A. D. Black writes us from Jacksonville, Ill.: "Last Thursday, August 30th, Messrs. Lee Schureman, Will N. Filson, Fred Davenport, Irving Woods, George Henry and myself returned from a one thousand-mile trip. We rode through Terre Haute and Indianapolis, Ind., to Cincinnati; from Cincinnati we took a boat up the Ohio to Maysville, thence to Lexington, Ky.; from Lexington through Frankfort to Louisville, where we again crossed the Ohio. We visited Wyandott Cave in Southern Indiana and rode north to Greencastle, and from Greencastle back home. On Tuesday, Aug. 28, Will N. Filson stopped over at Arcola, Ill., to visit relatives, the rest of us going on. Friday evening Filson caught us at Old Berlin, Ill., making 103 1-2 miles, with fifteen miles of the road so rough that it was hardly rideable. We enjoyed our trip hugely; found the best roads in Central Indiana, and the best people and prettiest girls in Kentucky."

The street rowdies of Chelsea, England, have invented a new torment for the cyclists who avail themselves of Battersea Park. They are not content with flicking them with switches and inserting bits of stick in the spokes of their wheels, but they set on little boys to run across a cyclist with a view of getting knocked over. Boy falls prostrate howling, park keeper hurries up, takes cyclist's address, a crowd soon gathers, compensation is of course forthcoming, especially if the cyclist is a lady. The wounded child skips merrily off with half a crown, divides the booty, and tries for another spill in another part of the park. Of course no caution or cyclist bell is of the least avail against conspiracy of this kind, and unless something is done, or the magistrates before whom a test case is sure to come sooner or later are posted up in this new form of blackmailing, the parks and suburbs of London will soon become intolerable for the better class of cyclists.—*Pall Mall Gazette.*

"The thief who developed the peculiar mania for stealing bicycles has been caught, and is no other person than the son of Stephen G. Pitkin, the senior member of the firm of Pitkin, Vaughn & Co. Wesley Pitkin has been an outcast from his father's house for a number of years. He was incorrigible, and Mr. Pitkin disowned him. He mingled with thieves and took part in their exploits, working occasionally as a printer. He roomed at the Howeden hotel recently, and with two or three pals had been working Northside residences. About a month ago Lieut. Hermann Scheuttler, of the Larrabee street station, got so close to young Pitkin that he left Chicago for Milwaukee, and from there wandered through Michigan. A week or so ago he returned to Chicago and was arrested. He is accused of stealing a dozen bicycles, and one belonging to E. D. Smith, of No. 420 La Salle avenue, has been recovered."—*Chicago Globe.*

BUFFALO.

The World's Tournament has run its course, but it can hardly be said to have been an entirely successful one. The field of starters was undoubtedly one of the best and speediest ever sent off together in any race, but those prime requisites of a good track and good weather were woefully deficient. Mr. Ducker intended to have the finest track that was ever built, but Mr. Ducker found the World's Tournament something bigger than anything of the kind he had ever before attempted, and consequently some matters escaped his vigilance through being unable to give the proper time and attention to them. But it was surely inopportune that the track, above all others, should have been the most dire failure. The weather, of course, was beyond Mr. Ducker's control, and it maliciously aided the track in the preventing of anything like record-breaking, and that was a disappointment, and one that will not easily be palliated. The public had been continually informed that the track was to be the best ever built, and that the records would surely go. Neither of these promises were kept. The public never forgives a broken promise, hence it is that the World's Tournament will be pronounced a failure by a large majority of those who witnessed the races at Buffalo last week.

But aside from these admitted disappointments one cannot but congratulate himself on having attended a tournament which brought together in competition such men as Rowe, Temple, Crocker, Knapp and Neilson. Allard and Lees should not be excluded from the list either; to be sure their work at Buffalo was nothing remarkable, but like all Englishmen they were the victims of "this blarsted climate, ye know." The heats of the world's championship demonstrated that Rowe, Temple, Crocker, and possibly Knapp, are so evenly matched that a trifling circumstance might alter the standing of any one of them; that is, that no one of them is sure of monopolizing every race. Rowe, of course, demonstrated at Buffalo that he was the best man, but Crocker and Knapp gave him some pretty close rubs.

Prominent among the League officials who were present at last week's tournament were George R. Bidwell, Chief Consul of the New York State Division L. A. W.; W. S. Bull, of the Executive Committee; Gerry Jones, Chairman of the Racing Board; Charles S. Luscomb, of New York. Of course Charlie Howard and Prial were there. Harry Corey didn't miss the tournament either. Charles A. Pyne, of the Woodstock A. A. A., was also one of the notables.

The races in detail have of course been fully reported, but

BICYCLING WORLD'S 100-MILE ROAD RACE

should be given some more space. It was 6.12 o'clock on Saturday morning, Sept. 8, when fifteen wheelmen mounted in a drenching rain storm for a journey of 100 miles through mud and clay, which resulted in testing their pluck and powers of endurance rather than their racing abilities. These fifteen men were as follows: George F. Kahler, Millersville, Penn.; Fred A. Eldred, Springfield, Mass.; Frank M. Dampman, Honey Brook, Penn.; Percy M. Harris and Val H. Muller, New York, on a tandem bicycle; Robert Gerwing, Denver, Col.; Roy S. Blowers, Westfield, N. Y.; George McIntire, Erie, Penn.; Frank McDaniel, Wilmington, Del.; S. Wallace, Merrihew, Wilmington, Del.; G. A. Tivy, St. Louis, Mo.; Frank G. Lenz, Pittsburg, Penn.; P. J. Berlo, South Boston, Mass.; Austin Banks, Denver, Col.; and C. H. Metz, Utica, N. Y. Eldred, Gerwing and Tivy were quite generally considered, previous to the race, as the three who would finish the race in the order named. Only one of them finished, Tivy, and he was fourth man. He was known by the soubriquet of the "mud horse." Frank Lenz, the third man in, was a most delicate looking youth, and rode the entire distance bare-armed and bare-legged. Dampman, the winner, is a man of great reputation as a road rider. He is reported as taking most unseemly and sometimes dangerous trips after dark over the roughest of roads. McDaniel, the second man, only went in the race to help Dampman, and did not expect to get a place, much less second place. Dampman is a member of the Wilmington, Del., Wheel Club, as well as McDaniel and Merrihew. Two other members of this club, Clarence Elliott and Victor Pyle, were entered but did not start. The tandem bicycle, on which Harris and Muller

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were **34** American Champions—an increase from 1-60 to about 1-3.

I can **PROVE** that there have been more American Champions sold in Michigan this year than any other **TWO** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A $250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly, C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

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Providence Does Not Propose to be "Left."

THIRD ANNUAL TOURNAMENT

OF THE

Rhode Island Division, L. A. W.,

WITH THE STATE FAIR AT

NARRAGANSETT PARK, TUESDAY, September 25th, 1888.

LIST OF RACES.

1st. 1 Mile Bicycle R. I. Championship, 1st, Gold Medal. 2d, Silver Medal.
2d. 1 Mile Bicycle Novice Race, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
3d. 1 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
4th. 2 Mile Safety Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal.
5th. 1 Mile Tandem Tricycle, 1st, 2 Gold Medals, 2d, 2 Silver Medals.
6th. 3 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
7th. 1 Mile Safety Bicycle, 1st, Gold Medal, 2d, Silver Medal.
8th. 3 Mile Special, between W. A. M. Scott, present 3 Mile Champion of R. I., G. P. Hutchins, Champion of the R. I. Wheelmen, for a Gold Medal.
9th. 1 Mile Tricycle Handicap, 1st, Gold Medal, 2d, Silver Medal.
10th. 1 Mile Bicycle for Boys 18 yrs. old or under, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal.
11th. 1 Mile Club Team Race (3 men each) Prize Club Banner with Medals to members of winning team.

This will be a harvest for racers, as 28 medals will be given.

We can assure all that No better Amateur Tournament will be given this year.

These races are for Amateurs only, and will be run under L. A. W. rules. The Committee reserve the right to refuse any entry.

Entries close **Saturday, Sept. 22d,** and must be accompanied by Entrance Fees, **or they cannot be accepted.**

The entrance fee in all races will be $1.00, except Tandem Race, where it will be $2.00 for each machine, and Team Race, where it will be $3.00 for each team entered. Entries may be sent to

RACING BOARD { Geo. R. McAuslan, Chairman,
E. M. Bixby,
C. I. Campbell.

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INCER CYCLES



Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the ———. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Correspondence invited.

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were mounted, broke down early in the race, and Berlo, on a safety, went only sixteen miles.

A. I. McGarrett, of Springfield, Mass., was the official timer, he and Referee Merrill going down to Erie, Penn., to start the race and take the time. When the men finished they were a sight to behold. They were plastered with clayey mud from top to toe, and their faces were almost unrecognizable. They reported that the ride had been one continual plough through mud and water—more mud than water. Probably no race was ever run under similar conditions.

NEW RULES.

A new rule was an outcome of the Buffalo tournament, and it will probably be adopted as an L. A. W. racing rule. It was drafted by Charles S. Luscomb, of Brooklyn, and as it has not yet been published it is here given entire:

WORLD'S TOURNAMENT,
BUFFALO, N. Y., Sept. 6, 1888.

In the matter of the protest against Morgan on the three-mile professional handicap Sept. 5, because of alleged pacing by Dubois, it was decided that, inasmuch as there has been established no rule prohibiting pacing in the manner in which this particular case was done, the claim is not allowed.

The following rule is hereby recommended as the judgment of the race officials: That no competitor be permitted to fall behind one lap, or more, and continue on the track with the other competitors for the purpose of pacing; that pacing, if so attempted, shall disqualify both the competitor and the pacemaker.

HOWARD P. MERRILL, Referee,
CHARLES S. LUSCOMB, Judge,
CHARLES A. PYNE, Judge,
HARRY D. COREY, Judge.

THE AMATEUR RULE.

Speaking of new rules, there's a big change coming in the L. A. W. The edict that the amateur rule must go, has gone forth. Now watch for fun. Chairman Jones says he will withdraw his resignation in order to see the fight through.

[Our correspondent is not correct in stating that "the edict has gone forth." That Chairman Jones is in favor of the abolishment of the rule we are advised, but the action of the National Assembly will be necessary to change the amateur rule.—ED.]

OUR HUNDRED MILE ROAD RACE.

WE are in receipt of the checkers' cards giving the details of our road race.

The following men faced the starter in Erie, Penn., at 6.12 last Saturday morning:

2. George F. Kahler, Millersville, Penn.
3. Fred A. Eldred, Springfield, Mass.
4. Frank M. Dampman, Honeybrook, Penn.
6. P. M. Harris, New York.
7. Val H. Muller, New York.
8. Robert Gerwing, Denver, Col.
9. Roy S. Blowers, Westfield, N. Y.
10. George McIntire, Erie, Penn.
11. Frank McDaniel, Wilmington, Del.
13. S. Wallis Merrihew, Wilmington, Penn.
14. G. A. Tivy, St. Louis, Mo.
15. Frank G. Lenz, Pittsburg, Penn.
17. P. J. Berlo, South Boston, Mass.
19. Austin Banks, Denver, Col.
20. C. H. Metz, Utica, N. Y.

There were seven other entries, as follows, who did not start:

George M. Nisbett, New York; Robert T. McLaren, Adams, Mass.; Clarence A. Elliott, Wilmington, Del.; A. J. Ward, Franklin, Penn.; A. E. Lumsden, Chicago, Ill.; Victor P. Pyle, Wilmington, Del.; Bert P. Myers, Peoria, Ill.

The first checking points was eight miles out, at Harbor Creek, Penn., and the men passed as follows:

Name.	A. M.	Name.	A. M.
Eldred	6.57	McIntire	7.01
Merrihew	6.57 1-2	Blowers	7.06
Gerwing	6.57 1-2	Kahler	7.06
Banks	6.57 3-4	Berlo	7.02 1-2
Dampman	6.57 3-4	Metz	7.03 1-2
Lenz	9.57 3-4	Harris	7.12
Tivy	6.58	Muller	7.12
McDaniel	7.00		

At North East Pennsylvania, fifteen miles out, the men passed in the following order:

Name.	A. M.	Name.	A. M.
Banks	7.36	McIntire	7.42
Lenz	7.36	Kahler	7.47
Eldred	7.36	Blowers	7.47
Merrihew	7.36	Metz	7.49
Dampman	7.36	Harris	Stopped.
Tivy	7.37	Muller	Stopped.
Gerwing	7.37	Berlo	Stopped.
McDaniel	7.38		

At State line the men were checked as follows:

Name.	A. M.	Name.	A. M.
Dampman	8.01	Eldred	8.02 1-2
Merrihew	8.01	Tivy	8.02 1-2
Lenz	8.01 1-4	McIntire	8.09 3-4
Gerwing	8.01 1-2	Blowers	8.14 3-4
Banks	8.01 1-2	Kahler	8.14 3-4
McDaniel	8.01 3-4	Metz	8.16 1-2

Ripley, twenty-one miles out, the checkers made returns as follows:

Name.	A. M.	Name.	A. M.
Dampman	8.15	Eldred	8.18
Merrihew	8.15	Tivy	8.18
Lenz	8.15	McIntire	8.19
Banks	8.15	Blowers	8.30
Gerwing	8.15	Kahler	8.30
McDaniel	8.15	Metz	8.33

At Westfield, twenty-nine miles out, the men were checked:

Name.	A. M.	Name.	A. M.
McDaniel	8 58	Tivy	9.02
Dampman	8.58	Eldred	9.02
Gerwing	8.58	McIntire	9.12
Merrihew	8.58	Blowers	9.12
Banks	9.00	Kahler	9.15
Lenz	9.00	Metz	9.18

At Portland, thirty-six and one-half miles, the check was:

Name.	A. M.	Name.	A. M.
Dampman	9.40	Tivy	9.50
Gerwing	9.40	Eldred	9.50
McDaniel	9.40	Blowers	10.00
Merrihew	9.40	McIntire	10.13
Lenz	9.45	Kahler	10.00
Banks	9.50	Metz	10.25

They passed through Brockton in the following orders; checkers fail to give time:

McDaniel, Gerwing, Dampman, Merrihew, Lenz, Blowers, McIntire, Tivy, Banks, Eldred, Kahler, Metz.

At Fredonia, forty-five miles on the way, the leaders had strung out a bit. The first nine men only being eleven minutes between first and last. Kahler and Metz were, barring accidents, hopelessly out of the race:

Name.	A. M.	Name.	A. M.
Dampman	10.16	McIntire	10.25
McDaniel	10.17	Blowers	10.25
Merrihew	10.18	Tivy	10.27
Gerwing	10.18	Eldred	10.39
Lenz	10.22	Kahler	11.06
Banks	10.24	Metz	11.18

At Silver Creek the positions were changed some, but Dampman still clung to the lead. McIntire stopped, having taken a bad header:

Name.	A. M.	Name.	A. M.
Dampman	11.20	Gerwing	11.34
Merrihew	11.23	Blowers	11.30
McDaniel	11.23	Eldred	11.45
Lenz	11.24		P. M.
Banks	11.30	Metz	12.11
Tivy	11.34	Kahler	12.27

At Irving, 61 miles, Lenz made a bid for the first place, and he led here with Dampman and Merrihew right on his heels. Kahler stopped soon after this:

Name.	A. M.	Name.	P. M.
Lenz	11.50	Banks	12.01
Dampman	11.50	Blowers	12.06
Merrihew	11.50	Eldred	12.15
McDaniel	11.54	Metz	12.38
Gerwing	11.58	Kahler	1.02
	M.		
Tivy	12.00		

At Evans Centre, 68 1-2 miles, Dampman again led by a fraction:

Name.	P. M.	Name.	P. M.
Dampman - -	12.52	Tivy - - - -	12.58
Lenz - - - -	12.52	Blowers - - -	1.07
Gerwing - - -	12.54	Eldred - - -	1.09
Merrihew - - -	12.54	Banks - - - -	1.16
McDaniel - - -	12.55	Metz - - -	2.59

At Bay View, 18 1-2 miles from the finish, Lenz, Dampman, McDaniel and Merrihew were all in a bunch. The excitement was growing, it was "anybody's" race. They checked as follows:

Name.	P. M.	Name.	P. M.
Lenz - - - -	2.13	Merrihew - - -	2.13
Dampman - - -	2.13	Tivy - - - -	2.20
McDaniel - - -	2.13	Blowers - - -	2,22

At Limestone Hill Lenz had dropped to third place, and was eight minutes behind the Wilmington pair. Merrihew had lost his grip, and was eleven minutes behind. There were now only six men in the race, Eldred, Kahler and Gerwing having stopped before reaching Bay View. The positions at Limestone Hill were:

Name.	P. M.	Name.	P. M.
McDaniel - - -	3.01	Tivy - - - -	3.12
Dampman - - -	3.01	Merrihew - - -	3.12
Lenz - - - -	3.09	Blowers - - -	3.15

From this point in the race was full of excitement, and the result has been already given to our readers:

	H.	M.	S.
First, F. M. Dampman, - - -	9	52	29 3-5
Second, F. M. McDaniel, - - -	9	55	23 4-5
Third, F. G. Lenz, - - - -	10	04	44 4-5
Fourth, G. A. Tivy, - - - -	10	08	21 3-5
Fifth, S. W. Merrihew, - - -	10	10	52 4-5
Sixth, R. S. Blowers, - - -	10	15	25

NOTES.

The Overman Company are feeling very happy over the results, as the first, second, fourth, fifth and sixth men in all rode Victor wheels.

Eldred's friends were much grieved to think that Frank did not get a place.

McDaniel's riding was a surprise to all.

W. S. Doane smiled when the fact was made known to him that his record was safe.

Why was it that C. H. Metz, of Utica, persisted in giving his number to the checkers as "No. 62?"

The headers were frequent, and after a bit no "record was kept of them. No serious harm came of any of these tumbles.

Probably such a sight as was presented by the bemired riders and their wheels will not be seen again in many a day.

FINAL DAY'S RACING.

ROWE TOOK FIRST IN WORLD'S CHAMPIONSHIP.

A BIG crowd witnessed this last day's racing at Buffalo. The bicycle track was in such bad condition that the races were run on the trootting track. The results were·

One-mile open tandem road wheels; Crist and Brown of Washington won with the Banker brothers second, Davis and Hill third· Time, 3.04.

Half-mile bicycle: This was won by W. Windle, W. S. Campbell second, A. E. Lumsden third. Time, 1.22 3-5.

Final heat World's (Professional) championship: One-mile won by W. A. Rowe, H. C. Crocker second, W. E. Knapp third. Time, 2.52 2-5.

One-mile tandem bicycle won by A. C. and W. D. Banker. Time, 2.47.

One-mile bicycle won by E. A. Rossicoe. Time, 3.02.

The two-mile (prof.) handicap was won by W. A. Rowe. Time, 5.43 3-5.

Ten-mile amateur won by A. E. Lumsden, time, 32.15. Winship second; Wilhelm third.

One-mile (prof.) tandem, won by H. G. Crocker and R. Neilson. Time, 2.56.

One-mile open, won by W. Windle. Time, 2.56.

One-mile prof. Rover type, won by Jules Dubois. Time, 2.51 3-5.

One-mile consolation, won by E. P. Cochran. Time, 3.07.

EASTERN ROAD CLUB.

THERE will be a meeting of the Eastern Road Club at the office of George A. Perkins, Esq., No. 3 Pemberton Square, on Friday, Sept. 14, at 8 o'lcock, P. M. The following course has been selected:

Start at Faneuil House, Brighton. Chesnut Hill avenue to and through Reservoir, between Basins, and direct, via Beacon street (*Right*, through Newton Centre, past Great Sign Boards and through Newton Upper Falls) to Wellesley Hills; *Left*, Wellesley avenue and Great Plain avenue, to Needham Centre; *Left*, Highland avenue, Needham, Winchester and Centre streets, nearly to Newton Centre; *Riget*, Parker street; *Left*, Dedham street; *Left*, Brookline street; *Left*, Hammond street; *Right*, Beacon street, to Reservoir; between basins and make one and one-half turns around the Upper Basin, finishing within about thirty yards of "rendezvous."

Notice must be given the undersigned, in writing, of the intention of any club to enter a team in the race, on or before Saturday, Sept. 15.

WILLARD H. FORBES,
100 Harvard street, Dorchester.

TEMPLE CHALLENGES ROWE.

(*Special to the World.*)

BUFFALO, N. Y., Sept. 12, 1888.—I am thoroughly dissatisfied with the result of the so-called world's championship race at Buffalo, and will match Ralph Temple, champion of the world, against W. A. Rowe, or anybody else, for one thousand dollars. I am sending you formal challenge and deposit. "SENATOR" MORGAN.

PROVIDENCE MEET.

AT a meeting of the R. I. Wheelmen, held Sept. 10, they decided to hold a lantern parade the night of the races (Sept. 25), the details being left for the road officers of the club to work up. They also voted to enter a team in the team race, to be held at the R. I. Division races, Sept. 25th.

Great interest is being manifested in the 3-mile race between Hutchins and Scott, as they are very evenly matched. In a 3-mile race on Decoration Day, Scott won by 1 second, his time being 9.37, while Hutchins holds the State record of one mile in 2.57 1-5.

The officers, as far as decided on, are: Referee, Chief Consul Davol; Judges, Abbot Bassett, W. W. Stall and Dr. Emery.

Twenty-eight medals will be given as prizes, the largest number, we think, that has ever been given in a one-day race meet.

The entries are coming in well, and we expect a larger list than we ever have had at any previous meet, and we believe the cause of it is that we offer medals as prizes. GEO. R. MCAUSLAN.

NASHVILLE (TENN.) CLUB ROAD RACE.

THE Nashville Bicycle Club will hold a thirty-mile handicap road race Sept. 21, open to Tennessee amateur wheelmen. The start will be made from Chestnut street (Nashville), at its juncture with the N. C. and S. L. R. R., and will finish at a point in front of the West Side Hotel, Lebanon.

The first prize will be an American Champion Roadster, or Champion Light Roadster bicycle, of a size to suit the winner, presented by the Gormully & Jeffery Mfg. Co. The second and third prizes will be handsome gold medals. In addition to these three prizes there will be a very handsome gold medal given to the one making the fastest net time. An excursion train will leave the starting point and arrive in Lebanon in time to see the finish, returning with the riders and excursionists to Nashville before supper.

Entrance fee $2, $1 of which will be returned if the start is made. The entries close Sept. 15, in order to give the handicappers, who will be three well-known riders of the Nashville Bicycle Club, sufficient time to inquire into the form of contestants entering from other sections of the State. The four prizes are valuable and should induce a large field of riders, which we are anxious to have. Entries and for information, address A. M. Hagan, 413 Union street, Nashville, Tenn.

YOUNGSTOWN (OHIO) BICYCLE ROAD RACE.

THE Youngstown (Ohio) Club held its annual race meeting on the 31st of August, and notwithstanding the threatening aspect of the weather, which no doubt deterred many from attending, yet a fair crowd was present at the fair grounds to enjoy the afternoon's sport. The races were as follows:

Half-mile club race—C. W. Davis, first; L. H. Bannister, second. Time, 1.35.

One-mile open race—W. I. Wilhelm, first; P. Stambaugh, second. Time, 3.13 1-4.

One-mile club race—C. W. Davis, first; Bannister, second. Time, 3.30.

Hundred-yard sprint race—William Baker, first; H. Wick, second. Time, 11 1-2 seconds.

One-mile time race, 4.19 time announced for race—A. I. Nicholas, time, 4.19; M. J. Knapp, 4.21.

Half-mile open—Wilhelm, first; Stambaugh, second. Time, 1.37 1-2.

Boys' race, quarter-mile—Eddie Liebman, a little chap about nine years of age, was the only entry. Time, 1.27.

Two-mile handicap, city race—Stambaugh, first; H. S. Evans, second. Time, 9.00.

The races were over a trotting track which was not in the best of order, and prevented fast time being made. L. A. W. 1847.

ONE HUNDRED-MILE ROAD RECORD.

Mr. M. A. Holbein, of the Catford Cycling Club, recently rode a Premier rear-driving safety one hundred miles in 6h. 20m. 26s. This is a world's record for the distance vs. time.

MEASUREMENT OF THE TAUNTON-NEW BEDFORD ROAD COURSE.

Re the Taunton-New Bedford road race and record made by Anthony, I am happy to say I went over the course Sunday and found the distance ridden was twenty and one-sixteenth miles. I could not verify before as I live four miles from the city, and the only trustworthy cyclometer I owned was on my tandem, which I do not use much. Hoping this will satisfy Dr. Sweet and the Taunton Club I am, Yours, etc., A. F. Wyman.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley, E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounned is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park street hills, and oblige?—Ed.]

A. J. HENLEY ACCEPTS THE CHALLENGE OF NO. "385."

Editor Bicycling World: In reply to Mr. "385," I would say that we don't want to make any talk about what we can do, but we simply go and do it. I see Mr. "385" thinks that the Wichita Wheelmen are not entitled to the 100-mile State record. Well, I will say for myself that I will ride it this fall in eight hours to eight and one-half, and the Wichita Wheelmen will back me in my statements. Not for money, as he spoke of, as we are all true League members and amateurs withal, but for a medal, if any L. A. W. member of Kansas wants to tackle us. We have another member that will do the same. A. Jos. Henley, "3507."

ANOTHER REPLY TO NO. "385."

Editor Bicycling World: I noticed the defi. of L. A. W. "385," and for fear that you would not be informed on the subject and also for fear that some of your readers would wonder why this gentleman should have such hard work to find a match, I will state that there are very few bicycles used in McPherson, and if he had wanted company on the trip he could have got it at Newton or Wichita if he had given timely notice. In the next place every person that knows anything of the geography of Kansas knows it is not 136 miles from McPherson to Arkansas City, it is but 111 miles by rail, and the road is but very little longer.

If No. "385" wants to make a record or race he will have no difficulty to find a match in his own district, and I have not the least doubt but Mr. A. J. Henley, of Wichita, will satisfy his longing for any number of miles he may name.

There was no necessity of his flying into print as if he had been injured, because there was no world's for him to conquer, and when he next makes a ride he should count his section lines a little closer, as that is the way we count miles in Kansas. J.

MR. HOPKINS ONCE MORE.

Editor Bicycling World: In the World of August 31st I notice a letter written by Wm. J. Maturn, of Bloomington, Ill., complaining of the unjust way in which Mr. C. C. Hopkins, of Denver, dealt with the roads and wheelmen of Central Illinois in an article previously written in the World. Permit me to say in regard to this that Mr. Hopkins was met here by several of our wheelmen, and Mr. Nicholet and I rode several miles into the country with him. We gave him some valuable information in regard to the roads between here and Crawfordsville.

We cautioned him not to take the south road between Covington and Hillsboro', which probably saved him a wade through several miles of sand, which yours' truly once experienced. I have wheeled over every inch of road between here and Columbus, O., and have wheeled considerably through the Eastern States. I laid out the best road between here and Columbus and referred him to wheelmen in Danville and Crawfordsville. The roads between here and Bloomington are generally very good. I have ridden over them when they were equal to any macadamized road. Our wheelmen have exchanged visits with Bloomington wheelmen several times, and made the run of fifty-four miles in six hours with ease. W. S. Doane, on his trip from Denver to Boston, came over the same route as Mr. Hopkins several weeks later, when the roads were in better shape. We would be pleased to hear from him. Touring wheelmen are always welcome in Champaign, and we will give information in regard to roads one hundred miles in any direction.

Yours' respectfully, W. L. Sperry, L. A. W. 4025.

Champaign, Ill., Sept. 3, 1888.

DENVER TO DORCHESTER ON A BICYCLE.

A DISTANCE OF 2,207 MILES.

Mr. Doane of Denver, the well-known wheelman of the Dorchester Bicycle Club, and also a member of the Denver Ramblers, left Denver, Col., on July 22d, for the purpose of riding to Boston on his wheel. He was escorted from Denver by about 50 wheelmen, a distance of 56 miles, and then continued 24 miles more. Not being able to obtain shelter at a ranch, he was forced to sleep out of doors on the prairie. Next morning, after eating a hearty breakfast, he started in earnest upon his long and lonely trip across the Plains. He was obliged to walk that day 27 miles, in deep sand and push his wheel. For one stretch of ten miles he did not see a house, nor any means of getting water. When at last he came to a stream it was a welcome sight, and he drank about a quart of water, which greatly refreshed him.

That night he put up at Fort Morgan, with only 34 miles for his day's work, and pretty well tired out. During the day he crossed three creeks with his shoes on, as he found it would take too much time to take them off at every creek he came to. After a good night's rest, he started the next morning at 6 A. M., and had not gone far before he lost his way, and, in trying to find it, came to an overflowed irrigating ditch. Here he was obliged to dig out the mud from between the wheel and forks with a jack-knife. He carried his wheel for about a mile on his back, and at each step sunk in the mud eight inches. Under these difficulties it took him nearly an hour to make the mile, however, he pushed on and reached Sterling, Col., in time for supper, and lodged there for the night. Here he was told that the further East he went the better he would find the roads, but he found them even poorer, as they had just had a very hard hail storm, that had not only spoiled the roads, but had destroyed all the crops. He reached Julesburg that night after walking fifteen miles and crossing two creeks. Here he cleaned his wheel thoroughly, and the next day managed to reach North Platt, after a hard day's run. He had expected when he reached here to find good roads, but during the night a heavy thunder storm passed over, and the next morning the roads were very muddy, so that he could not even push his wheel without stopping every little while to cut the mud off. At North Platt he rested for about fours hours and then continued on to Rothenburg, Neb. He left here at 4 A. M., and was obliged to walk 17 miles on the Union Pacific tracks on account of mud. Just two miles from Plum Creek he got into a mud hole up to his waist, and was forced to stop with 24 miles to his credit, and lay in bed while his clothes were drying on a neighboring roof. From there he found the roads better, and was able to get to Omaha without wet feet. While at Kearney he enjoyed a swim in a pond, which took off a great part of the dirt.

He reached Omaha in 11 1-2 days, making 594 3-4 miles, out of which he walked 127 1-2 miles, crossed about 20 creeks and taken 51 headers. After resting in Omaha for three or four days, he attempted to ride across Iowa, but the mud was even worse than in Nebraska, so he had to go by the C. B. & Q. to Keokuk, where after stopping a day or two, he continued on and succeeded in riding

34 miles to Fountain Green, where he stopped for the night. He arose at sunrise and rode to Colchester, where he took breakfast, and then proceeded via Macomb, New Philadelphia and Canton, to Pekin. He made the last three miles walking through wet bushes on an unused (abandoned) railroad track, and was completely wet through when he reached his destination, but this he did not mind as it was no new thing.

The roads were better than any he had ridden, although they were what they call "Corduroy" roads, being very hard and rough, but ridable. He passed through Tremont and Mackinaw and reached Bloomington in the afternoon. Here he stopped only a few moments and kept on to Farmer City, where he was forced to lay quiet for three days on account of a lame foot. However, it gave him a chance to rest and undoubtedly benefitted him as he gained about a pound a day while he was there.

Starting out again he took dinner with Sperry Bros., bicycle agents at Champaign, and one of them rode out with him. He made Covington, Ind., that night after a hard ride, as there was rain in the early part of the afternoon. Starting again he arrived within a few miles of Crawfordsville where he had still more rain, so he took a train for Indianapolis a distance of forty miles. Here he called on Messrs. Darrow Bros., who gave him the use of a New York Road Book, which he found to be very useful and he advises anyone who thinks of touring New York State to have one of them. He left Indianapolis Friday noon and rode 52 miles to Cambridge City. Starting the next morning to cover 100 miles in a day, he rode Richmond for breakfast, to Dayton for dinner and via Springfield to to Summerford supper, stopping there for the night with the 100 miles covered.

On Sunday, the 19th of August, he rode to Columbus, Ohio, and then turned North via Worthing and Deleware, to Mt. Giliad, a distance of 79 miles over common dirt roads, which were very tough. He met two Cleveland wheelmen on their way from Cincinnati, who rode with him for 26 miles. When asked what he thought of the pikes of Indiana and Ohio, he replied: "I was very much disappointed in them. I found the National road poor, the Dayton pike poorer, but the Valley pike running from Dayton to Springfield was very good, by far the best road I had found with the exception of the 10 or 12 miles stretch that Sam Holingsworth made his 283 mile 24 hour record on, which was very fine."

Mr. Doane left Mt. Gilead and rode via Shelby and Shiloh, where he took dinner, to Wellington, which is 44 miles from Cleveland, and stopped there for the night. Next morning he rode into Cleveand through rain, reaching there at 10 30. Here he was well entertained by the George Worthington Co., who are State agents for Singer machines. They took him all over the city in a carriage. The next day he started for Buffalo and took dinner at Astabula following the Lake Shore to Fairview, 12 miles west of Erie, Pa. Next morning he rode into Erie for breakfast and then started over one of the finest pieces of road he ever saw. While spurting he took a bad header which knocked him insensible. In a few moments, however, he was able to continue and took dinner at Westfield, where he had to be put on his machine on account of his lameness which rendered him unable to mount without aid. The next morning he found himself unable to ride at all and was obliged to take the train for 22 miles to Buffalo. When he arrived, he expected that he should have to take a train right through to Boston, but after waiting a couple of days, and taking warm baths, he was enabled to start again on Saturday, the 25th of August, at noon and rode through New York state via Canadaigua, Syracuse, Utica and Schenectady. He was obliged to ride on the N. Y. C, tracks from Little Falls to St. Johnsville, and then take the tow-path to Amsterdam, keeping the north side of the river to Hoffman's Ferry and then to Schenectady by the south side. The country here was very beautiful and continued so into Massachusetts. He visited the Troy Bicycle Club rooms and then started for the Old Bay State Wednesday evening.

On Thursday morning he started out to climb the mountains, but owing to the bad fall he had near Erie, he was obliged to give it up and took a train through the tunnel. He walked about 20 miles over two mountains and succeeded in reaching Orange after the hardest day's work he had during his entire trip. Starting out next morning (Friday) he went via Athol, Templeton and South Gardner to Fitchburg, where he put up for dinner. He found some sand and some bad hills, but as he had been used to walking he did not mind the condition of the roads. He reached Northboro at 5 o'clock and decided to stay there for the night. Getting up next morning at 5.30 he found the roads all mud, but being only thirty-five miles from home, he decided to start out and succeeded in reaching Framingham in time for breakfast and arrived in Boston at 10.15 A. M., September 1st, covered with mud and wet through to the skin, thus ending his ride with 1903 miles to his credit, 174 of which were covered on foot, either pushing or carrying his bicycle.

Mr. Doane gained one pound on his trip, and aside from needing a few good nights' rest, he is in splendid condition; he is well-bronzed and a picture of perfect health. On his way he saw a few rattlesnakes, but got quickly out of their way, also a few coyotes and prairie dogs and any number of large striped snakes three to four feet long. He also met quite a number of cowboys, who would ride some of the worst bucking bronchos, but could not be tempted to ride the bicycle. The cow-boys are a jolly set of people, but if intefered with are hard to deal with. While coming across the plains a little boy walked beside the bicycle and after looking at it quite a while asked, "If them sticks didn't ever break?" meaning the spokes, While in Ohio, Mr. Doane saw a boy who had a bicycle with spokes made of barbed wire, a felloe from a cart wheel and the rear wheel was the wheel of a boy's wagon. It was a queer looking thing, but undoubtedly gave the boy great enjoyment.

When a few miles east of Utica, Mr. Doane met a man with a a loaden provision wagon who threatened to use a horse whip on him because he would not dismount, but Doane put his hand in the direction of his hip pocket, which frightened the man and he had no further trouble. He is well satisfied with the trip, and, although he had a very hard and rough ride, he does not show it at all. Anyone who desires to know anything further about the trip, can find out by interviewing Mr. Doane, who will gladly give any information in his power. Regarding the machine ridden, Mr. Doane says: "I am more than pleased with the Apollo, and am positive that it is the strongest wheel made, as only four rear wheel spokes were broken (being the only break that occurred), which is a splendid record for a trip like mine, and the machine was not new when I started, but was used 700 miles before I left." W. B. Everett & Co., of Boston, the U. S. branch of Singer & Co., Coventry, Eng., represent this wheel. The machine Mr. Doane rode was a 50-inch Singer's Apollo, with ball head and double ball bearings to front wheel.

He was well entertained at Plum Creek, Neb., by Mr. Fisk, at Kearney by Mr. Spafford and at Omaha by Mr. Will Emerson and several members of the Omaha Wheel Club, who have a very pleasant and cosy little building all to themselves. At Keokuk by Mr. J. R. Lofters, at Utica by Mr. Teemer, who kindly took charge for the time he was at Utica, and at North Adams by Mr. McKee, the well-known and popular bicycle agent, and at Troy by Mr. Edmans.

He found everybody kind and obliging along the road, and also very inquisitive. Many were surprised that such a trip could be made on "one of them air things," as the farmers used to say. Mr. Doane says he would not ride back to Denver on his wheel, but he would willingly take another 2000-mile trip next summer, if he could spare the time. His expenses were about $2 a day.

W. S. DOANE says of the Apollo bicycle: "I found Singer's ball head a very great improvement over the old style cone head and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used,"

"ON the registry book of the guests at the Buffalo "Bike" Club House each one is requested to give the style of wheel ridden. It may be of interest to wheelmen to know that the Victor leads the "crank" machines while of the Safety type more of the Victor Rovers are ridden than all others combined."—*Buffalo Express, September 8, 1888.*

Second-Hand Wheels,

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - . .- Room 27.

ABBOT BASSETT, Secretary.

STATE OFFICERS, L. A. W.

For the year 1888-9.

The following list comprises the officials elected and appointed in the different divisions and sub-divisions so far as they have been reported at this office:

California.

Chief Consul- Edwin Mohrig, San Francisco.
Vice Consul—J. Phil Percival, Los Angeles.
Sec.-Treas.—Alexander S. Ireland, San Francisco.
Representatives—Geo. H. Frost, Pasadena.
C. C. Moore, San Francisco.
Thomas L. Hill, San Francisco.
Club Representatives—J. M. Curragh, S. F. B. C.
S. F. Booth, Jr., O. C. C.
J. J. Bliss, B. C. W.
C. C. Moore, B. C. W.
J. W. A. Off, L. A. W.

Connecticut.

Chief Consul—C. E. Larom, New Haven.
Vice Consul—C. L. Brockway, Middletown.
Sec.-Treas.—E. A. DeBlois, Hartford.
Representatives—W. A. Squire, Meriden.
W. T. Williams, Yantic.
C. D. Knox, Lime Rock.
D. J. Post, Hartford.
Club Representative—Arthur H Rutty, M. W. C.

District of Columbia.

Chief Consul—Geo. S. Atwater, Washington.
Vice Consul—Edwd. A. Demaray, Washington.
Sec.-Treas.—Edson B. Olds, Washington.
Representative—E. T. Pettengill, Washington.
Club Representative..Geo. R. Ide, W. C. C.

Illinois.

Chief Consul—W. A. Davis, Chicago.
Vice Consul— Charles Hansel, Springfield.
Secretary-Treasurer—Thomas T. Sheridan.
Representatives—Harry G. Rouse, Peoria.
Charles H. Sieg, Chicago.
C. F. Gross, Joliet.
W. H. Osman, Ottawa.
T. C. White, Quincy.
Club Representatives—Waldo S. Reed, C. C. C. C.
C. B. Gibson, I. C. C.
A. J. Street, "
E. J. Roberts, "

Indiana.

Chief Consul—J. Fred Probst, Terre Haute.
Vice Consul—W. H. Pontious, Crawfordsville.
Sec.-Treas.—A. N. Smith, Terre Haute.
Representative—Josh Zimmerman, Indianapolis.

Iowa.

Chief Consul—R. L. Thompson, Muscatine.
Vice Consul—C. W. Dibble, Osceola.
Sec.-Treas.—H. B. Cropper, Cedar Falls.
Representative—H. L. Chase, "

Kansas.

Chief Consul—W. C. Bradley, Ottawa.
Vice Consul—C. S. Davis, Junction City.
Sec.-Treas.—Otto H. Wultekuhler, Leavenworth.
Representative—W. Taylor, Topeka.

**Maine.*

Chief Consul—Dr. G. E. Dow, Portland.
Vice Consul—C. D. Batchelder, Sanford.
Sec.-Treas.— ———
Representative—James O. Whittemore, Fairfield.

Maryland.

Chief Consul—Albert Mott, Baltimore.
Vice Consul—Geo. F. Updegraff, Hagerstown.
Sec.-Treas.—G. W. H. Carr, Baltimore.
Representatives—C. H. Eisenbrandt, Baltimore.
W. L. Seabrook, Westminster.
H. W. Barrington, Baltimore.
Club Representatives—Chas. E. Sadtler, B. C. C.
Harry F. Sevins, B. C. C.
Geo. Hagerty, R. C. C.

Massachusetts.

Chief Consul—Herbert W. Hayes, Cambridge.
Vice Consul—Wm. H. Emery, Roxbury.
Sec.-Treas.—Sanford Lawton, Springfield.
Representatives—W. G. Kendall, Boston.
Charles R. Dodge, Boston.
Willard H. Forbes, Dorchester.
J. S. Dean, Boston.
Abbot Bassett, Newtonville.
J. H. Grimes, Somerville.
J. Fred Adams, Haverhill.
F. P. Kendall, Worcester.
Fred I. Gorton, North Attleboro.
L. L. Campbell, Northampton.
J. W. Drown, Springfield.
Club Representatives—William A. Mosman, J. C. C.
John B. Seward, C. C. C.
Theodore Walter, H. P. R.
Irving E. Moultrop, R. B. C.
George A. Perkins, C. B. C.
E. C. Clarke, H. B. C.
A. W. Robinson, R. C. C.

Michigan.

Chief Consul—A. B. Richmond, Grand Rapids.
Vice Consul—William Seyffardt, East Saginaw.
Sec.-Treas.—C. A. Conover, Coldwater.
Representatives—Junius E. Beal, Ann Arbor.
H. M. Snow, Detroit.
Club Representatives—E. M. Moore, G. R. B. C.
C. H. Smith, D. B. C.

Missouri.

Chief Consul—W. M. Brewster, St. Louis.
Vice Consul—F. J. Suda, St. Louis.
Sec.-Treas.-J. A. Lewis, St. Louis.
Representatives—Geo. W. Boswell, St. Louis.
Geo. A. Case, Joplin.
H. G. Stuart, Kansas City.
Club Representative—John A. De Tar, U. W.

New Jersey.

Chief Consul—Dr. J. H. Cooley, Plainfield.
Vice Consul—Dr. G. Carleton, Brown, Elizabeth.
Sec.-Treas.-Robinson Pound, Plainfield.
Representatives—John B. Lunger, Newark.
Frank Eveland, Jersey City.
W. B. Banker, Passaic.
Dr. F. A. Kinch, Jr., Westfield.
E. F. Burns, Smithfield.
Henry B. Thomas, East Orange.
Club Representatives—Fred G. Weise, O. B. C.
Dr. R. M. Sanger, O. W.
Frank L. C. Martin, P. B. C.
Geo. C. Pennell, E. W.
Jno. C. Wetmore, E. W.

New York.

Chief Consul—George R. Bidwell, New York.
Vice Consul—W. S. Bull, Buffalo.
Sec.-Treas.—George M. Nisbett, New York.
Representatives—I. M. Shaw, New York.
John C. Gulick, New York.
J. M. Warwick, New York.
W. H. DeGraaf, New York.
H. E. Voorhis, New York.
C. C. Alden, Brooklyn.
Howard Greenman, Brooklyn.
I. B. Potter, Brooklyn.
F. W. Loucks, Brooklyn.
M. L. Bridgman, Brooklyn.
James R. Knowlson, Troy.
Joshua Reynolds, Stockport.
Fred Brigham, Syracuse.
Allen G. Wood, Utica.
H. C. Spaulding, Jr. Elmira.
I. Reynolds Adriance, Poughkeepsie
H. T. Appleby, Buffalo.
F. B. Graves, Rochester
Dr. Geo. E. Blackham, Dunkirk.
Club Representatives—Henry Gallien, A. W.
Dr. C. S. Butler, B. B. C.
George Dakin, B. B. C.
Frank E. Drullard, B. B. C.
W. L. Beck, L. W.
Arthur H. Smith, K. C. W.
E. K. Austin, K. C. W.
Edward W. Stitt, R. W. C.
L. W. Slocum, B. B. C.
H. E. Raymond, B. B. C.
Howard Spelman, B. B. C.
Charles W. Wood, S. C. C.
Charles H. Luscomb, L. I. W.
W. W. Share, L. I. W.
Louis Wise, L. I. W.
Edward Leonard, A. C. C.
Charles A. Sheehan, M. B. C.
E. J. Shriver, N. Y. B. C.
J. M. Andrieni, N. Y. B. C.

Ohio.

Chief Consul—T. J. Kirkpatrick, Springfield.
Vice Consul—Fred J. Boice, Toledo.
Sec.-Treas.—J. W. Spahr, Springfield.
Representatives—A. E. Mergenthaler, Fostoria.
Marcus Moses, Gallipolis.
Dr. C. H. Griffin, Ravenna.
E. R. Eastman, Ottawa.
W. P. Harmony, Sidney.
H. B. Hane, Marion.
M. A. High, Cincinnati.
Club Representative—Frank C. Meyer, C. B. C.

Pennsylvania.

Chief Consul—Geo. A. Jessup, Scranton.
Vice Consul—W. R. Tucker, Philadelphia.
Sec.-Treas.—J. G. Carpenter, Wilkes-Barre.
Representatives—G. N. Osborne, Philadelphia.
Kirk Brown, Philadelphia.
S. H. Murray, Sewickley.
J. B. Kaercher, Pittsburg.
Ira A. Dayton, Williamsport.
S. A. Boyle, Harrisburg.
J. G. Carpenter, Wilkes Barre.
D. K. Trimmer, York.
H. W. Terry, New Castle.
E. L. Russell, Blossburg.
W. S. Winterstein, Bethlehem.
John J. Van Nort, Scranton.
Club Representatives—Ellis C. Kent, A. W. C.
W. D. Banker, A. C.
Chas. F. Seidell, K. B. C.
C. B. Holly, M. W. C.
Edwd. W. Burt, Ph. B. C.
H. R. Lewis, Ph. B. C.
J. J. Van Nort, S. B. C.
Dr. E. H. Van Deusen, T.B.C.
Prof. W. L. Dean, W. B. B. C.

Rhode Island.

Chief Consul—C. S. Davol, Warren.
Vice Consul—Howard L. Perkins, Providence.
Sec.-Treas.—N. H. Gibbs, Providence.
Representatives—Chas. W. Greene, Warren.
Geo. C. Newell, Pawtucket.

Kentucky.

Chief Consul—E. H. Croninger, Covington.
Sec.-Treas.—Al M. Watcher, Covington.

Minnesota.

Chief Consul—T. M. Slosson, Minneapolis.
Vice Consul—C. A. Roach, St. Paul.
Sec.-Treas.—A. W. Laird, Winona.
Representative—A. M. Welles, Redwood Falls.

New Hampshire.

Chief Consul—H. M. Bennett. Manchester.
Sec.-Treas.—George F. Hill, Great Falls.

Tennessee.

Chief Consul—Joseph R. Wilson, Jr. Clarksville.
Sec.-Treas.—B. A. Patch- Clarksville.

Vermont.

Chief Consul—H. A. Webster, Montpelier.
Sec.-Treas.—F. E. DuBois, West Randolph.

Virginia.

Chief Consul—J. C. Carroll, Norfolk.
Sec.-Treas.—A. K. Schaap, Richmond.

Wisconsin.

Chief Consul—Jay A. Hinman, Oshkosh.
Sec.-Treas.—J. H. Bloedel, Sheboygan.

Colorado.

Chief Consul—Horace Beddo, Denver.

Delaware.

Chief Consul—S. Wallis Merrihew, Wilmington.

Louisiana.

Chief Consul—Harry H. Hodgson, New Orleans.
Sec.-Treas.—Harry W. Fairfax, New Orleans.

West Virginia.

Chief Consul—Howard P. Wilkinson, Wheeling.

*Maine has not yet completed its election, but there is only one ticket in the field, and the result is anticipated.

Colorado Appointment.

Mr. Horace Beddo, of Denver, Colorado, is hereby appointed Chief Consul for that State. He will assume the duties of the office at once and will be obeyed and respected accordingly. T. J. KIRKPATRICK.
President.

Delaware Appointment.

I hereby appoint Mr. S. Wallis Merrihew, 906 Jackson st., Wilmington. Delaware, Chief Consul for that State. T. J. KIRKPATRICK, President.

West Virginia Appointment.

I hereby appoint Howard P. Wilkinson, Wheeling, West Va., as Chief Consul for that State. He will assume his duties and office at once.
T. J. KIRKPATRICK, President.

Attention, Texas!

On September 1st, there were twenty-five League members in the State of Texas. According to Art. 11, Sec. 3 of the New Constitution it becomes my duty to appoint a Chief Consul. Will the members please send me nominations for that office *at once!* I shall be pleased if they will.
T. J. KIRKPATRICK, President.

Kansas.

It has been decided by Board of Officers of Kansas Division that the Kansas Division Meet shall be at

Topeka, Kansas, October 4th, 1888, when one (1) cent fare can be obtained on Railroad to there, also $150 in prizes will be given to Bicycle races.

Yours respectfully, OTTO H. WULFEKUHLER.
Sec.-Treas., Kansas Division, L. A. W. 699.

Maryland.

The following standing committees are appointed:

Rights and Privileges—Messrs. Clymer Whyte, J. Kemp Bartlett and A. E. Mealy.

Improvement Highways—Messrs. S. T. Clark, C. R. Eisenbrandt and C. C. Mitchell.

Transportation—Messrs. Jason B. Reed, Joseph T. Chism and Thomas J. Lindsay.

Respectfully,
ALBERT MOTT, Chief Consul.

Louisiana.

At a meeting held September 4th, for the election of Chief Consul and Secretary-Treasurer, Louisiana Division, L. A. W., the following officers were elected to serve for the ensuing year:

Chief Consul, Harry H. Hodgson, re-elected.
Secretary-Treasurer, Harry W. Fairfax.

The following appointments have been made by the Chief Consul:

Local Consul, B. C. Rea, New Orleans, La.
Local Consul, Shreveport, La., J. B. Walters.
League Hotel, New Orleans, Hotel Vonderbanck.

Fraternally yours, H. W. FAIRFAX,
Secretary-Treasurer, La. Div.
Approved, HARRY H. HODGSON,
Chief Consul, La. Div. L. A. W.

Maryland Division.

The fourth annual meeting of the Maryland Division L. A. W. was held at the Town Hall at "Arlington" on Friday, August 31, at 8.30 P. M. Chief Consul Mealy occupied the chair, and about seventy-five members were present. The minutes of all the meetings held since last year were read and approved.

The report of Chief Consul Mealy for the nine months of his term showed that the Maryland Division was still the "Banner" division of the country, having increased her membership from 231 to 450 during the year, thus making it the 8th largest division in the country. The report further stated that 18 Local Consuls, 9 Hotels and 4 Representatives had been appointed during the year.

The report of the Secretary-Treasurer showing amount received $260.68, expended, $212.54, balance on $48.14, was read and accepted.

Mr. Mealy, chairman of the League Meet Committee, submitted a report giving an account of the ninth annual meet of the L. A. W. held in Baltimore in June last. The report stated that the meet had cost the division $2990.04 that $4148.18 had been received, leaving a balance on hand, to be turned over to the treasurer, of $1158.14. The report was accepted, and the committee discharged with the thanks of the division.

The report of the Committee having in charge the framing of a new constitution, was read, and after a few alterations, was adopted. The Committee appointed to canvass the votes cast for officers of the division reported as follows: Number of votes cast 161, of which Mr. A. Mott (Chief Consul) received 156; Mr. George Updegraff (Vice Consul), 161; Mr. G. W. H. Carr (Secretary-Treasurer), 159; and Messrs. C. H. Eisenbrandt (Representative), 160; W. L. Seabrook, 160; and H. W. Barrington, 161. The chair declared the above named gentlemen elected to serve for one year from August 15, 1888. The new officers were then installed.

Mr. Mott on taking the chair made a forcible speech predicting a large increase in membership, and successful efforts to improve the roads etc.

Mr. Carr also made a speech.

Mr. A. E. Mealy moved that $250 be set aside as a *legal fund* to be used to defend the rights of wheelmen of the Maryland Division, adopted. On motion of Mr. R. M. Lockwood a committee of three was appointed to look into the matter of publishing a Maryland Road Book, said committee to report to the Board of Officers, who be given power to act. Mr. E. F. Le Cato moved that a committee of three be appointed to select an official organ for the division, and to report to the Board of Officers. Adopted.

On motion of Mr. Clymer White a vote of thanks of the division was given to Mr. Mealy for his untiring energy in bringing the division up to such a prominent position in the L. A. W. while Chief Consul.

The meeting then adjourned.

Fraternally, G. W. H. CARR,
Sec.-Treas.

Minnesota Appointment.

I take pleasure in appointing the following gentlemen to serve as Local Consuls for the ensuing League year:

Brainerd—H. D. Powers.
Currie—J. Henry Long.
Dover—M. J. Manchester.
Duluth—R. M. Foote, 113 East 2d st.
Fairmount—H. W. Beecher.
Faribault—Louis Fleckenstein.
Fergus Falls—Grant Morton.
Minneapolis—Charles Barwick 17 North 1st st.
Owatonna—B. C. Lund, 224 Lincoln st.
St. Paul—George Howard.
Stillwater—F. E. Scoville, Box 1164.
Warren—Walter J. Wood.
Winona—William D. Chandler.

These appointments are made in the belief that each of them will do all in his power to advance the cause of cycling in general and to increase the membership of the Minnesota Division in particular.

My P. O. address is Box 380 and my place of business, 212 Hennepin avenue where I shall be pleased to see all wheelmen who may visit the city.

T. M. SLOSSON, Chief Consul.

Minneapolis, September 7, 1888.

Iowa Division.

I beg leave to submit following my final financial report, for term ending Aug. 31, 1888:

1888.	*Cash.*	*Dr.*
May 29.	On hand at spring meet,	$80.30
June 8.	From A. Bassett acct., dues 2d quarter,	7.25
July 20.	" " balance " " "	2.25
Aug. 31.	Sale tour badges,	6.40
		$96.20

1888.	*Cash.*	*Cr.*
June 5.	By order 30 C. C.'s expenses to Baltimore	$40.00
June 5.	" " 31 Secretary's stationery	4.25
" 4.	" " 32 C. C. postage	2.00
" 25	" " 33 printing tour circular	1.75
July 2.	34 printing tour itinerary	8.50
" 25.	35 Election circular	2.25
Aug. 13.	37 Tour badges	10.00
" 13.	37 Sec.-Treas. postage, etc., on correspondence, circulars, etc.	13.35
" 13.	38 Dainer Williams, acct. tour	5.00
" 31.	Balance on hand transferred to H. B. Cropper, Sec.-Treas-elect	9.10
		$96.20

J. F. RALL, Sec.-Treasurer.

Cedar Rapids, Ia., Aug. 31, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 156—Total 60—11,343.

BOSTON, Sept. 14, 1888.

CALIFORNIA DIVISION—1—345.

Unattached.

20550 Foree, D. H., Vacaville

CONNECTICUT DIVISION—9—461.

Meriden Wheel Club.

20558 Carter, W. H., Meriden
20559 Fisher, Emil A., "
20560 Gibbs, Harry, "
20561 Hall, Arthur, "
20562 Hall, E. W., "
20563 Hinsdale, C. J., "
20564 Palmer, H. A., "
20565 Rice, W. P., "
20566 Powers, P. A., "

DISTRICT OF COLUMBIA DIVISION—1—152

Unattached.

20551 Meeds, B. N., 324 Va. ave., S. E., Washington

ILLINOIS DIVISION—4—706.

Illinois Cycling Club.

20596 Hagaman, Chas., 341 So. Canal st., Chicago
20597 Wing, J. M., 743 W. Congress st., "
20598 Vankirk, R., 211 Monroe st., "

Quincy Bi. Club.

20599 Haun, Jno. H., 122 So. 5th st., Quincy

IOWA DIVISION—1—166

Unattached.

20567 Miller, Ben. E., Iowa R. R. Land Co., Cedar Rapids

LOUISIANA DIVISION—4—55.

La. Cycling Club.

20545 Birchfield, W. W., 211 Camp st., New Orleans
20587 Drew, C. K., Jr., 136 Gravier st., "
20589 Hathorn, W. M., 44 Dublin st., "

Unattached.

20588 Fourton, C. H., care Fazende & Sexias "

MAINE DIVISION—2—135.

Skowhegan Wheel Club.

20553 Dunton, Edgar C., Winter st., Skowhegan

Unattached.

20552 Pierce, Harry P., 80 North st., Portland

MARYLAND DIVISION—1—446.

Unattached.

20554 Gilroy, W. S., 1040 N. Broadway, Baltimore

MASSACHUSETTS DIVISION—1—1197.

Unattached.

20600 Bolter, Thos. H., Gazette Printing Co., Northampton

MISSOURI DIVISION—3—334.

Unattached.

20601 Rittenhouse, Harry S., Jonesboro
20590 Woodson, T. P., St. Joseph
20595 Peirce, Chas. A., St. Louis

NEW YORK DIVISION—2—2353.

Rome Ramblers.

20558 Kingsley, S. B., 125 E. Liberty st., Rome

Unattached.

20546 Shaver, J. Wm., Marathon

OHIO DIVISION—11—902.

Fostoria Bi. Club.

20591 Gilbert, Harry, Fostoria
20592 Mickey, Harry E., "
20593 Hogue, H. H., "
20594 Mergenthaler, Wm., "

Unattached.

20570 Loewenstein, A. H., 126 Vine st., Cincinnati
20571 Mitchell, W. D., cor. Front and Main, "
20569 Strauss, W. J., 237 W. 5th st. "
20555 Weil, Emil, Bigelow ave., Mt. Auburn, "
20572 Workum, I. C., 573 W. 5th st., "
20556 Spink, F. E., 52 Public sq., Cleveland
20547 Southerin, A. W., Holly P. O., Negley

PENNSYLVANIA DIVISION—13—1424.

Unattached.

20602 Bredin, Jno. C., Leechburg
20603 Robinson, F. F., "
20573 Eadie, Geo. D. D. S., Loch Haven
20574 Cornwall, Geo. H., Oil City
20575 Duncan, G. C., "
20576 Filson, W. B., "
20577 James, D. K., "
20578 James, W. B., "
20579 Lowentritt, Barney, "
20580 Maitland, E. G., "
20581 Robinson, Jos. E., "
20557 McQuaid, Chas. E., 28 5th ave., Pittsburg
20548 Pride, F. H., Susquehanna

RHODE ISLAND DIVISION—3—246.

Unattached.

20582 Clapp, Otis F., 11 Bridgham st., Providence
20583 French, Henry D., Box 21, "
20584 Smith, Benj., 26 Prairie ave., "

TEXAS—2—29.

Unattached.

20604 Boarma, F. V., 806 Elm st., Dallas
20585 Dimmick, R. S., W. U. Tel., El Paso

VIRGINIA DIVISION—2—107.

Norfolk Cycle Club.

20586 Warrington, A. P., 8 College place, Norfolk

Unattached.

20549 Meagher, A. Chas., care Glamorgan Iron Co., Lynchburg

The ✣ New ✣ Star ✣ Safety ✣ Bicycle

With 39-inch diam. Driver and 24-inch diam. Steering Wheel.



Its advantages are many. The Best of all Hill Climbers. Speedy on the road. Easy learning and comfortable riding. Intending purchasers will do well to try this wonderful little machine.

FOR CATALOGUE AND PRICES ADDRESS

H. B. Smith Machine Co.,

MANUFACTURERS OF STAR BICYCLE,

SMITHVILLE, N. J.

AT BUFFALO, OUT OF 25 REGULAR BICYCLE RACES 15 WERE WON ON COLUMBIAS.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878

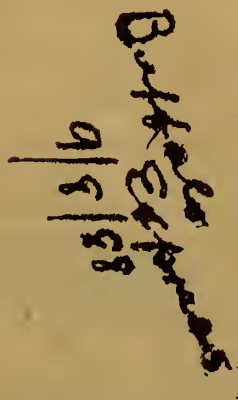
BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 21 SEPTEMBER, 1888.

Volume XVII.
Number 21.



...sterday and ...ug and city wheel-

...e evening the Ramblers gave a theater party in honor of their guests. The boxes at the Academy being occupied by merry members of the L. A. W.

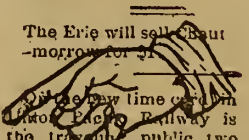
At headquarters last night everything was lively and gay despite the weather.

On the registry book of the guests at the Buffalo "Bike" Club-house each one is requested to give the style of wheel ridden. It may be of interest to wheelmen to know that the Victor leads the "crank" machines, while of the safety type, more of the Victor rovers are ridden than all others combined.

H. E. Ducker piloted a party of out-of-town cyclists to the same place; his party was graced with the presence of several lady riders, which is a sufficient guarantee that a pleasant time was had ... made the return ...

At I ... mile ... pr...

...ded yester... shows inanition.



The Erie will sell ... Saut ...-morrow for $1 ...

On the new time card ... Union Pacific Railway is the ... public two Bluffs, Omaha, and Kans... San Francisco.

Also bear in ... taking "Th... ...tically ...

SPECIAL.

All Advertisements in this Department 20 cents a line.

$85 BUYS Rover Safety. $75 Columbia 53-inch Light Roadster. $40 Standard Columbia, 52-inch; $70 Challenge, American, 54-inch, new; all in good condition. Would exchange 53-inch L. R. for 51-inch same make. F. H. McKEE, North Adams, Mass.

FOR SALE—New Wheels at big discounts—52-inch Victor Roadster; 54-inch Victor Light Roadster; 52-inch New Mail; 51-inch Special Star; No. 1 Springfield Roadster; No. 2 Springfield Roadster. Write to us. WELCH & ROGERS, Bainbridge, N. Y.

FOR SALE—New Columbia Light Roadster Tricycle, $125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

FOR SALE—One Lady's Columbia Two-Track Tricycle; one 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 10 Crown st., New Haven, Conn.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 55th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous iustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.



REPAIRING

Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,
BOSTON, - - - MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

C. W. SPINNEY, Fitchburg, Mass.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

READ THIS!!!

D. W. L. BATTLES,
Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, ESQ.:

Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning: I am well pleased with it, as it fully comes up to my expectations. Yours very truly,

W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J.
Telephone 98.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for $1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—52-inch Apollo Light Roadster. $70. F. A. W., 1612 Brown st., Philadelphia, Penn.

$25.00 REWARD will be paid for the return of a New Columbia Veloce No. 850, which was stolen from W. M. Frisbie Company's store, 16 Crown st., New Haven, Conn., or the arrest of the person who gave his name as John Crowse, who checked it to Birmingham, Ct., on the 7.30 P. M. train, N. H. and D. R. R., Sept. 8, 1888. W. M. FRISBIE CO., New Haven, Ct.

WANTED—A good 48-inch Special Star, late pattern. Would like to hear from those wishing to sell. Address E. D. HARVEY, Humboldt, Iowa.

FOR SALE—Marlboro' Club Tandem Tricycle; in first-class condition; ridden but a short time. Price $175. T. J. JOHNSON, Box 56, Washington, D. C.

FOR SALE—One '88 Marlboro' Tandem; run 150 miles. Price $175. One Straight Steering Tri. $75. These *are* bargains. E. P. BURNHAM, 25 Park st., Newton.

FOR SALE—Tricycle, almost new; owner sells on account of health. Apply at once to "TRICYCLE," this office.

STAR FOR SALE—'88 pattern, 48-inch Special enamel finish, balls to front wheel, hollow handle bars, spade handles; in excellent condition. Price $75. A. B. SCHNEIDER, 54 W. 9th st., Canton, O.

L. A. W. Attention.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards with fac simile of club badge or of any particular design should write for estimates, as we are prepared to do work at lowest possible price. **Agents Wanted.**



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Jersey-Fitting Underwear.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.*

Price $1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by

HOLMES & CO.,
17 Kingston St.,
Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

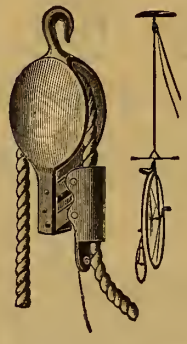
No. 12 Pearl Street,

BOSTON, - - MASS.

BICYCLE HOIST.

(Pat. applied for.)

Cut 1-4 size.



The best and only sure way to hold machines. Cannot mar or deface nickel or enamel in any manner, nor bruise handles. Equally good for Safety or Ordinary. Saves flattening of tires.

☞Send for circular.

Price $1.50.

Discount to Dealers.

LINCOLN HOLLAND & CO.,
Worcester, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

CHRISTMAS NUMBERS. The Christmas numbers of the *Cyclist* are profusely illustrated, and filled with entertaining reading matter. "Cycledom," and the current number, have made a furore in the wheel world. We have a few copies left. 40 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

Baltimore, Sept. 14, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—I have ridden the NEW MAIL constantly for four months, covering over 1200 miles. A great part of this riding has been done over some of Maryland's roughest roads, and the machine is as staunch and in as good condition as the day I bought it.

I am very much pleased with the machine, and I expect it to be my mount of the future.

As a hill climber it beats any straight wheel I have ever ridden, and I consider it a first-class all round machine.

You are at liberty to use this letter if you wish to.

Yours respectfully, F. W. POPE,

Capt. of Balto. Cycle Club.

Brooklyn, N. Y., Sept. 15, 1888.

Messrs. William Read & Sons, Boston, Mass.:

Gentlemen—I wish to give you my entire approval of the NEW MAIL. My weight is two hundred and thirty-five pounds, and I have ridden the MAIL now one year without a single breakage of any part. The Ball Head is a great improvement. Very truly yours, A. DEL GENOVESE.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 21 SEPTEMBER, 1888.

DESIRES TO RETURN THANKS.

Editor Bicycling World: I have just returned from a six hundred-mile tour through Ohio, Kentucky and Michigan and wish, through the medium of your paper to thank the many "Wheelmen" I met for their kindnesses. I found the roads of Ohio very good, while those of Kentucky and Michigan were poor, the former rocky and hilly, the latter sandy. I ride a 53-inch Columbia Light Roadster and can speak in the highest terms of it. It is now as good as when I started out. If I can give any one information as to the roads I went over I will be glad to do so. I am,

No. 18724.

A VERY PROPER DECISION.

A DES MOINES, Iowa, exchange has the following:

"The bicyclists of this city will be interested in the decision of the Superior Court at Cedar Rapids: A lad of fifteen years appeared before Judge Stoneman to show cause why he should not be fined for frightening, with his bicycle, a horse, causing the animal to break from the control of his driver and upset the buggy to which he was attached, throwing the occupants, a lady and gentleman, against a barb wire fence, fortunately, however, injuring neither of them. The evidence disclosing nothing to charge the young man with criminal carelessness, he was discharged, the Judge delivering an opinion, which is of interest, as follows: 'The rider of a bicycle has the same rights in the public streets of any other vehicle and no greater right. He has the right to peaceably and in a prudent manner, and with a reasonable rate of speed, to travel along the highway. He is, alike with the driver of other vehicles, liable for all damage or injury to person or property of others, caused by his negligent conduct. He has the right to use the street for travel, not for circular evolutions, crossing the street to and fro, so as to interfere with the free use of the same by other travelers. The rider of a bicycle has no right to use the sidewalks of a street, to drive his bicycle, no more than a drayman would to use the sidewalk to drive his dray thereon.'"

MASSACHUSETTS DIVISION BOARD MEETING.

THE Massachusetts Division held a meeting at Young's Hotel last Saturday. Delegates to National Convention were Dr. W. G. Kendall of the Boston Club, J. B. Seward of the Chelsea Club, Robinson of the Charlestowns, Sanford Lawton of Springfield. An appropriation of $200 was made to cover the expenses of Chief Consul and Sec.-Treasurer's office. Committee on Guide Posts reported favorable progress and a special committee to still further push this branch of the work, was appointed as follows: W. H. Emery, Geo. A. Perkins and E. H. Kennedy.

KANSAS ROADS.

IN reply to "16,827," inquiring about Kansas roads from Ellsworth to Topeka, I would say: Ellsworth to Kanapolis, 4 1-2 miles, good; Brookville, 23 1-4, good; stop at lunch room near railroad station. We had all we could hold for twenty-five cents. Salina, 39 3-4, fair; New Cambria 46 3-4, Solomon City 55, Abilene 69 1-4, Chapman 82, Junction City 96, all good; Ogden, 111, poor; avoid the military post, three miles east of Junction City unless you have some one to show you through (Hopkins indulged in some mild profanity there); Manhattan 122 1-2, St. George 130 1-2, Wamego 137 1-2; this was ridden on the K. P. R. R. track, the road being reported hilly and sandy; I wouldn't advise anyone to try it. Bellevue 145 1-4, St. Marys 152 1-4, road fair; Rossville 160 1-2, Topeka 182 1-4, sandy and rough. Can give the rest of the road from Topeka to Kansas City and from Denver to Ellsworth if any one wants it. JOS. L. GARD, Denver Ramblers.

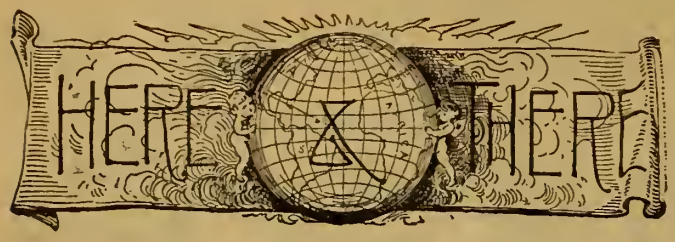
A PROTEST WHICH WE RESPECT.

Editor Bicycling World: I would like to enter a little protest for the good of our League reputation against the rather common allusions in the columns of your paper, to the use of "spirits." It was a very good pun the first time it was made, but that was away back, before our fathers, even, were born, and for the last hundred years or so it has been used almost exclusively in "the vernacular," not in cold print.

So much for the literary side of the question; but may it not have occurred to some of our brightest correspondents that there are members of the League who have aesthetic reasons for disapproving of such allusions? There are some well-known things, which to some people are offensive even in suggestion. It is the glory of the L. A. W. that it numbers among its members *and admirers* a greater number of professional, educated, refined and influential people than any other sporting organization in the country. A writer must be strangely indifferent to his reputation for good breeding and knowledge of good taste in literary matters if he deliberately introduces allusions to eating and drinking which are likely to excite feelings of disgust in the minds of the better portion of his readers. In our judgment it is also an offense against the League to have anything appear in the writings of any bicycling scribe which can give support to the complaints which have been heard about "hoodlumism."

In the judgment of many well informed people it is not wise to say or do anything which may tend to encourage the hurtful practice of using artificial stimulants. It seems to be pretty well settled that for the best results in all physical training the less spirits used the better. On this ground such merry, Dickens-like allusions to what was carried and drank on such and such a run, etc., are calculated to have a detrimental influence on the quality of the manhood which we are fondly hoping will be developed by the use of the wheel. L. A. W. 5436.

MR. A. T. LANE of Montreal writes us as follows: "Our new track is almost ready and we are to have some bicycles races on it shortly. On September 25th, 26th, 27th and 28th, we are to have a "Fancy Fair" in aid of the new grounds fund. These grounds belong to the Montreal Amateur Athletic Association, of which the Bicycle Club forms one of the branches. The snow shoe, toboggan, foot ball, lacrosse, base ball and other clubs each have a table in the "Fair" and the bicycle club take hold of the "candy and fruit" department. Our Lady Percival has a staff of twenty-five young ladies to help her, all of whom are to be arrayed in bicycle club colors, blue and white, and with the M. B. C. cap and badge. The bicycle club are to hold a Chinese lantern parade on Thursday, 27th. Winter Carnival about decided on. We are to have a meeting tonight to take preliminary steps."



NOTES BY THE "CAVILER."

I WAS rather surprised to learn from the *Herald* a few days ago that the prizes won in the races on Labor Day are being made, and will soon be delivered. If I remember rightly, the prize list consisted chiefly of pairs of bicycle shoes and subscriptions to local newspapers. I can understand that the shoes may be of the custom brand, made-to-order style, but must confess to being rather puzzled about subscriptions.

I HAVE made up my mind to join the Middlesex Cycling Club and carry my best girl in with me. If you are happy in the possession of a best girl you had better take my advice and join that organization. I will tell you why. It is because the Middlesex Cycling Club has saved more money for its members during the few months since its formation than has the League in a life of seven years. The price of admission is a mere bagatelle, and is sure to be returned several times over during your first week of membership. Every week you read of the club being invited to attend one of the city theatres by the manager of the same, who is happy to furnish free, all the tickets required. Each time an invitation is extended it means for you, a saving of $3, and before the end of the winter you can have laid by enough to purchase a tandem in the spring. I don't know how this free blow business is worked, and I don't care so long as the racket is kept in active operation.

THE Board of Officers of the Massachusetts Division L. A. W. held a meeting at Young's Hotel last Saturday evening. By special request of the Board "Caviller" was present. The programme of exercises, previously mailed to the officers, announced that before the business meeting a $2.50 dinner would be served. At the dining hour only six members had put in an appearance. Half an hour later two more straggled in, and it was not until nearly ten o'clock that we sat down to the table. I was given a seat beside Chief Consul Hayes, who was very kind and did all he could, in keeping, of course, with the dignity and importance of his office, to be affable and make me feel at ease. I promised to insert in the WORLD the several personal notices he suggested, and we were soon on as intimate terms as the frigidity and torridity of our respective natures would permit.

THE dinner was well under way, the exit of *consomme* had been followed by the course of boiled cod, said to have been caught off Scituate Beach by Dr. Kendall and his satellites, when two reporters, one shaved and the other be-whiskered, peeped in the door. With much cordiality they were invited to come in and take a seat in the corner. One of them looked as though he had not been "refreshed" for a month, so I offered him some of my red liquor, which he accepted with gratitude.

A FEW minutes later three members of the Board of Officers appeared, and shortly after they were followed by two more. I thought they would be pleased when they found that the dinner had only just begun. Instead they seemed grieved and disappointed, and in reply to the polite waiters, who hustled about to arrange them seats at the table, said that they "did not care for any dinner, having just eaten supper." A smile as of ill-suppressed incredulity, flitted from one to another about the table. It was whispered that there were two divisions in the Board of Officers, eaters and non-eaters. I could not help feeling sorry for the non-eaters, who sat with their chairs tilted back against the wall, and gazed with hungry and wistful eyes upon the good things devoured before them. I wished, for their sakes, that the dinner had not been served so late.

THERE should be a large attendance at the races of the Eastern Road Club to-morrow. The contests promise to be close, and well worth seeing. I shall be there mounted on the front seat of my tandem tricycle. For the convenience of a host of admirers who wish to know me personally I have agreed to wear a blue helmet, and my companion has promised to wear a red rose at her corsage.

ST. LOUIS. "LINNEUS."

THE De Soto run was taken Sunday, Sept. 2, by ten members of the Missouri Bicycle Club. A more perfect day could hardly have been chosen, and those that took part enjoyed themselves immensely. The road was only in fair condition, and the sport was marred by a number of accidents. Hawkins broke the backbone of his machine near Victoria riding down, and Alex Lewis broke the same part of his machine near the same town riding up. Captain Lewis tried to show the boys how to ride through a creek, and coming in contact with a rock tood a free bath. Holm pulled off the right side of his handle-bar on Kimmswick Hill, and had to foot it six miles to Kimmswick to catch the train. Dinner was had at a farm house an eighth of a mile beyond Bulltown, and right here I will state that the meal was above the average, and was topped off with two bottles of wine, for all of which the moderate sum of twenty-five cents per man was exacted. Cyclers making the trip will do well to ask for Leo. Koehler's place when taking dinner at this place.

PERCY STONE, A. M. Lewis and Jno. Hodgen will probably be the Missouri's representatives in the team race.

THE Cycle Club gave Hal Greenwood a banquet, followed by a smoker, at their club house Sept. 2d. Sixty-five of their members were present, and a number of speeches were made, to which Hal responded in his usual happy manner.

HARRY D. RITTENHOUSE, of Jonesburg, Mo., has sent in an excellent report of the roads of Warren County, heretofore but little known to wheelmen. Consul R. N. Bowden did the same for Linn County, of which no report was had to date.

THE cyclers of Quincy, Ill., headed by Captain Tom White, will visit us Sunday, and a joint run in their honor is now being arranged by the Captains of the two clubs. On account of the dusty condition of the roads no extended run will be taken, but the visitors will be shown the town and taken through the park instead.

THE bicycle races at the Knights and Ladies of Honor entertainment came off duly as announced, on Sept. 6. The races were run on the trotting track at the Fair Grounds, and resulted as follows: One-mile handicap—Frank Mehlig (50 yds.), first, in 3.12. Mile novice was won by A. R. Gilmore, in 3.28. Percy Stone rode a racer in the mile handicap, and was badly beaten on account of the wheel cutting through the soft surface.

CAPTAIN SANDERS, of the Cycle Club, called the first run since his illness Sunday, Sept. 9, to St. Charles, and in honor of the event twenty-six members took part in it. Conspicuous among them was Bob Clarke, who carried a gorgeous red, white and blue sash tied around his waist, *a la* Ripley Road Club. Coming back the ride developed into a scorch, and Ed. Bates claims that he and the balance of his friends rode the distance from the Galt House in one hour and forty-six minutes, a statement which is received by many with a broad smile.

EX-CONSUL AL. MILLER, now a resident of Galesburg, Ill., writes: "Part of Ralph Temple's stable of wheels arrived in the the city last Saturday. There are six bikes in all. He has two 'Swift' safeties that are beauties; one is a racer, weighing probably twenty-five pounds in all. His family live here, and they all eat, drink and sleep Ralph Temple. He has certainly been a good son to them." All of which I am glad to hear, and I trust that neither Mr. Temple nor my correspondent will find fault with me for letting the WORLD know it.

GEO. E. TIVY got back from Buffalo Tuesday, and was congratulated by his friends for the good showing he made in the BICYCLING WORLD 100-mile race. Tivy says that but for a number of accidents and delays he would have shown up nearer the front. Between Evans Centre and Bay View he lost thirty minutes in endeavoring to ride with a clogged back wheel, caused by a stick being caught in the forks. He made up for time lost, however, and at Limestone Hill was only eleven minutes behind the leader, whom he certainly would have caught but for a freight train which obstructed the road between Limestone Hill and Buffalo, causing another delay of six minutes. Official reports show that he was the freshest man at the finish, and but for the delays would certainly have won the race.

THE Missouri Division meeting is booming, and the attention is called to notices of Chief Consul Brewster and the Chairman of the Touring Board in the official department of this paper. L. S. C. Ladish writes? "Both club (United Wheelmen) and tournament are booming and growing. The track will be made of cinders mixed with clayey dirt, sprinkled, rolled and packed down. Work will begin on the track on Sept. 13, and be pushed day and night, if necessary, to have it ready for training purposes by Sept. 20. With proper attention a track built in this manner can be made as fast as

the fastest. Rain will hardly hurt it, a few hours at most sufficing to make it as dry and polished as a bone. The Exposition people are leaving all these things to me, and it won't be my fault if they are not strictly first-class. The illuminated parade will be a good one. Every man in line will be supplied with Bengal lights. The United Wheelmen will show up in white swallow-tail coats and white plug hats."

PENNSYLVANIA.

"ARIEL."

Last Wednesday evenining a gentleman from Germantown and his sister were riding down Broad sireet on their tandem tricycle, and when near Montgomery avenue a child ran directly in front of the machine. Although they turned so sharply as to buckle one of the wheels they could not avoid running over the boy. He was bruised, but not seriously injured, but a policeman took the gentleman to the station house where he was released by some friends going his bail.

The most important event in cycling circles, this week, has been the State Fair races which were postponed from Monday, the 10th inst., to last Saturday, and full details of which I send you in another column.

The postponement of the above races to Saturday was responsible for the deferment of the trip of the Pennsylvania Bicycle Club to Orange and Newark as the guests of the Hudson County Wheelmen. The visit will now be made on Saturday, September 22d, and a first-class programme has been laid out by the H. C. W. for the entertainment of the visitors.

Rain prevented another visit on Sunday—that of the Capital City Wheelmen of Trenton—who were to have made their second attempt to wheel down to this city as guests of the Century Wheelmen. They have been twice prevented by rain and hope the third attempt will be successful.

Tom Roe of Chicago was one of the spectators of the State Fair races on Saturday, in company with Lieutenant Shaffer of the Centurians. Both were in high feather over their Buffalo trip and state that the Ramblers' entertainment of the visiting wheelmen was beyond all praise. Shaffer was elected an honory member of the club. Roe was out on the Lancaster Pike, Friday afternoon, and meeting a New York Wheelmen, the discussion waxed warm as to racing, ending with a challenge to an extemporaneous mile race then and there, for a medal. The Chicago man rather surprised his opponent, but the latter did the square thing and the next morning the medal was delivered to Roe.

Dampman, McDaniel and Merrihew were interviewed by your correspondent at the races on Saturday, in regard to the Bi. World 100-mile road race. Merrihew's race, in particular, was a wonderful struggle of endurance as he had nothing to eat whatever, Had it not been for this fact the Wilmington Wheel Club would have finished first, second and third. As it was, Merrihew thinks he would have gone into third place had he not been delayed five minutes by a train on the outskirts of Buffalo. To add still more to the feat, Dampman had never ridden over sixty-seven miles—that being his greatest distance. I doubt if there is a club team who can down the Delaware boys at a long distance race.

Merrihew showed me a copy of the Reading (Pa.) *Herald*, of last week in which Wilhelm is reported as saying in re the proposed 25-mile road race between the Wilmington and Reading teams, that the Wilmington Club could race better with their mouths on paper than on the road; that Dampman was the only one of the team who could ride a little bit; that he *had* been good at one time, years ago but having stood still instead of improved, could not race with fast men; etc., etc. There was a good bit of feeling among the club men over this remarkable effusion, and I hope that Mr. Wilhelm has not been correctly quoted. It is hardly like Irv. to make remarks of that sort, and he owes it to himself to set the matter straight. Certainly no one could say anything of the sort about Dampmau after the 100-mile race, to say nothing of McDaniel and Merrihew, and the Wilmingtonians say that if the Reading Club will only come out and name a date for the race, they will endeavor to prove to them that they can ride down here as well as at Buffalo. The race will be for blood if it does come off and I want to see it.

From present indications the race meet of the Tioga Cycling Club—programme for which has already been published—is going to be one of the largest held here for years. Chairman Gideon has been writing day and night an the affair and has been ably seconded by the club members. Due to his efforts are the entries of Windle, Kingsland and the Banker Brothers. The latter will bring their tandem bicycle with them and give Hill a race, while Halsteads entry insures some lively time between the flyers. One of the best features of the races is the fact that all the events are short ones. Experience has shown that your five and ten mile races simply *kill* all interest in outsiders. The programme will be the handsomest and most elaborate ever given in this locality. Mr. Gideon showed me the sample to-day and I can vouch for their novelty and beauty. Ladies will receive special attention at these races and a number are expected.

CHICAGO ITEMS.

Our boys are nearly all back from Buffalo. They all report a good time, though they say it wasn't up to the old Springfield meets. This was doubtless largely due to the bad weather and poor condition of the track. The Chicago delegation returns with thirteen prizes, not so bad a showing, with Lumsden out of condition the first two days and Van Sicklen's bad fall just as he was getting in racing trim. Every one seems to have some expression of sympathy for Van in his misfortune. His accident will certainly spoil him for racing the balance of this year, if not for all time.

Tom Roe, the favorite for the novice races (and some others, too, for Tom is not slow), broke his machine in the first race, and although he had another wheel available, refused to race any more. Brace up, Tom, you had a sure thing in some of the events, and should not let a slight breakage blight the record of so promising a victor.

The Lincoln Cycling Club hold their "Grand Opening" on the 18th, and will have a big "blow out." Promenade concert from 8.30 till 9.30, and dancing until the "small hours."

Following the Lincoln party comes the Chicago Bicycle Club, with their opening reception, season 1888-9, at Jackson Park Pavilion, Friday evening, Sept. 21st. With a floor that is perfection itself, Friebergs orchestra to "keep time," and Messrs. Schmidt, Thorne and Bogue as the committee in charge of the affair, it goes without saying that the event will prove a success, as what these gentlemen do not know about dancing is not worth knowing.

If the "Rover type" craze keeps up at the rate shown during the past six months there will not be an "ordinary" in Chicago three years from now. I have heard so many "ordinary" riders say that their 1889 mount would be a safety that I would advise every one to place their orders for safeties before the snow goes, and avoid a long wait, as it is my candid opinion that makers will be unable to fill orders for this type of machine next season. My order has already been booked.

There is some talk of another race meeting to be held on the grounds of the Cheltenham Athletic Club the latter part of this month. Hope it may come to pass, as I find bicycle races to be very interesting to a spectator, more so than a horse race, and I believe that the public will grow to see it in this light within a few years.

TERRE HAUTE.

"RAMSHORN."

It has been some time since you have heard from the cycling centre of Indiana. The venerable "Hicks" seems to have suddenly disappeared. Cycling is still on the boom here, and the boys manage to keep things lively. The Terre Haute Bicycle Club will give one of the grandest fall tournaments that ever was seen in Indiana, on Oct. 3d, 1888. "Senator" Morgan and his team will be here in their glory, and Sammy Hollingsworth and his brother, Len, the long distance wonders of the West, will be on hand.

We are sorry to hear that the weather interfered with the Buffalo meet, as we expected it to be a big success.

The club will move into larger quarters the first of the month, as the club's increasing membership has outgrown its present quarters.

The boys here are happy over their victory through Mr. Hulman, and are all anxious for the 3d of October, when they will let themselves out.

As soon as the dust settles the boys will make a run to Turkey Run, thirty-five miles north of here, where they will meet the Crawfordsville boys. An hour or two will be spent in inspecting the place, when the return trip will be made.

The Montgomery Co. Fair Association gave a series of three day's race at Crawfordsville this week. Some of the races postponed by the Ramblers on the Fourth of July were run off, among them the one-mile State championship, which has caused a great deal of rivalry between this city and Crawfordsville. Chief Consul

J. Fred Probst, Secretary-Treasurer N. Smith, E. Hulman, E. Meissel and E. B. Parker composed the delegation from Terre Haute; J. Zimmerman, A. Taylor and Thos. Hay, of Indianapolis; Len Hollingsworth, of Russiaville, and several local towns represented. The new quarter-mile track was in poor condition, being very rough, good time was made, however, considering the track. A summary of Thursday's races is as follows: One-half-mile dash—A. Lee, H. D. Gilkey, L. Hollingsworth and J. Zimmerman; they finished in the order named; time, 1.36 1-5. One-mile L. A. W. championship—E. Hulman, A. Taylor, A. Wilhite, E. Meissel, A. Lee, L. Hollingsworth, Tom Nickolson, and A. Eastlack, finishing in order named except Nickolson and Eastlack, who dropped out at the third lap; time, 3.18. The third and last race of the day, a two-mile lap, was won by E. Hulman, with 74 points; L. Hollingsworth, second, 65 points; A. Taylor, third, 61 points; John Alfrey, fourth, 58 points; Thos. Hay, A. Wilhite, S. B. Boggs, J. C. Boggs, H. D. Gilkey and E. Meissel dropping out at different parts of the race; time, 6.15.

PORKOPOLIS NOTES.

"STAR."

The Crescent Wheelmen—called by certain envious persons the "Curbstone Club"—is an organization of six young and enthusiastic wheelmen of this city. They have no quarters as yet, but are very hopeful as to the future. They are scorchers of the first magnitude and not infrequently make runs to Connersville, Oxford, Dayton, Urbana, Lexington, Xenia, and other equally remote points.

The Walnut Hills cable cars are said to have turned to their present color (yellow) on seeing Dr. Green scorch up Gilbert avenue at a four-minute gait.

E. R. Webster, who makes occasional trips to Hamilton, and who rides like one pursued, is another wheelman who will not attend a club run for fear he cannot keep up!

Our astute representative, M. A. High, says that that hill-climbing contest is all a "no such thing," and that if he ever gets his hands on the fellow that started that report he'll—!!!!

Among the pictures representing the development of various arts and industries that are on exhibition in the Government Exhibit of the Centennial, is a series of some twelve cuts illustrating the development of the modern bicycle.

Why is it that some people are so envious? Whenever a race is won by little Willie Greenwood, the rival of our Burroughs, there are some that are narrow enough to assert that if his competitors had known how to ride the result would have been different.

L. Benckenstein, who has practiced on that hill that leads up to his house till he is thoroughly familiar with each square inch of its surface, is said to take a fiendish delight in luring unsuspecting wheelmen to their fate by persuading them that it is an easy hill to climb

A proceeding in *quo warranto* has been filed in the Circuit Court to compel the Walnut Hills, Madisonville and Plainville Turnpike Company to show by what right they are exercising the functions of a corporation. The company have allowed the pike to wear out and become almost impassable, and this proceeding is expected to lead to the repair of this pike either by the company or the county.

On Sunday, Sept. 9, the Cincinnati Bicycle Club was entertained by Mr. Julius Benckenstein and his genial spouse at their elegant residence on the heights to the west of Wyoming. Among those present were the sedate Galway, the pretty Miller, the pugilistic Nash, the silent Nelson, Air-Brake Norton, Pigman the kicker, Schultz the pusher, and the irrepressible "Toot" High, with his inevitable camera, who took the house, the grounds, a few trees, two hammocks, some base-ball bats, a couple of dogs, several colts, and in fact everything he could get his camera focussed on.

SYRACUSE.

"SALINA."

The Syracuse Cycling Club has arrived home from their trip to Buffalo, and are loud in their praises of the treatment they received from the Buffalo wheelmen. All are more than pleased with the trip, and declare the Bisons to be bricks, and not soft at that. With their yell, badges and bugler the Syracuse boys made an impression on the fraternity, and hope to renew the many pleasant acquaintances they made during their stay.

A special meeting of the club will no doubt be called for next Monday evening, and plans for the winter will be discussed at length. Perhaps a series of entertainments will be arranged, which might be beneficial to our coffers. There is plenty of talent in the club which might, and ought to, be put to advantage, and which would serve to occasionally pass a very pleasant evening.

A clam-bake at Pleasant Beach is being projected by some of the local wheelmen. A good idea; and we would suggest that suitable prizes be offered for the biggest clam, the heartiest eater, and the man who can tell the biggest story.

The time made in the World road race was indeed wonderful, considering the weather and condition of the roads, and Dampman, McDaniel and Merrihew showed unlimited nerve by the way they stuck to the track, despite the unfavorable conditions.

The success of "Doodles" at taking headers is something remarkable. Those who rode in from Fayetteville one morning will remember "how green the grass grew" where he fell. He has added still another scalp to his belt of falls; this time near Niagara Falls.

About six weeks more of good riding and then the wheels will be cleaned and put away for the winter. Then the gay and festive wheelman, resplendant in his seal-skin ulster and cap, will hie himself to the hills to coast and break his record of walking up hill. The Cycling Club will this winter own a pair of bobs, and hope to show the people of our city that they can hustle in winter as well as summer.

We don't know anything about it, but a little bird told us that our Jim Becker was about to move to Buffalo. Rumor says that he had a fine time there during the fair, and that he has become so infatuated with one of Buffalo's fair daughters that our salt city no longer has any attractions. Oh! do come back, James, and we will willingly admit that you "slept by the window" on that memorable night, and will transfer your title of—well, "you know!"

"The best laid plans of mice and men," etc. The Cycling Club is not a veritable Jonah, but we certainly had some hard luck last week. Considerable enthusiasm has been displayed since the return from Buffalo, and the club decided to attend the theatre in a body. So tickets were purchased for Thursday evening, Sept. 13, but Thursday morning the theatre burned to the ground, and nothing was left but a few bare walls and blackened timbers. The club rooms are directly opposite the ruins and from our windows a grand view of the fire could be had. Several members availed themselves of the rooms the morning of the fire. However, we are not to be "done" so easily, and will try the theatre racket again, and if our other Opera House burns up, why we will ride out of town somewhere and see some "barn-stormer" get in his work.

Four things we have noticed:
That President White smokes.
That Color-bearer Cherry *sprained* his wrist.
That Charlie Wood has a game leg.
That "Bill" Nye has contracted for numerous suppers after election.

NEWS AND COMMENT.

It was a thrilling sight to see the earnest efforts of W. F. Knapp and H. G. Crocker to avoid the close companionship of a certain stout gentleman at Hartford last week, who seemed specially anxious to have close communication and obtain actual personal contact with those two well known flyers. As the desire was not mutual, it is unnecessary to say that the stout gentleman failed of his purpose.

East Hartford races Sept. 29th.

Providence tournament Sept. 25th. Remember the date and go.

W. S. Maltby, the trick rider, is projecting a professional trip to Brazil.

Still another case of arrest and fine for riding on the sidewalks of Olneyville, R. I.

Col. Pope is once more to be found at No. 79 Franklin street, after a short trip abroad.

The Eastern Road Club race will start from Faneuil House, Brighton, at 2.30 to-morrow.

Mr C. Hill, in England, lately covered 293 miles within the 24 hours. He rode a geared Facile.

The New Jersey Division meet will be in full blast by the time this reaches many of our readers.

Quincy, Ill., will give a big tournament Oct. 9, 10, 11. We will print programme in our next issue.

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were **34** American Champions—an increase from 1-60 to about 1-3.

I can **PROVE** that there have been more American Champions sold in Michigan this year than any other **TWO** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A $250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly,

C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

by Jno. A. Wells on an ordinary

AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

We are now delivering Ramblers with a reasonable degree of promptness.

GORMULLY & JEFFERY MFG. CO., Chicago, Ill.

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Providence Does Not Propose to be "Left."

THIRD ANNUAL TOURNAMENT

OF THE

Rhode sland Division, L. A. W.,

WITH THE STATE FAIR AT

NARRAGANSETT PARK, TUESDAY, September 25th, 1888.

LIST OF RACES.

1st. 1 Mile Bicycle R. I. Championship, 1st, Gold Medal. 2d, Silver Medal.
2d. 1 Mile Bicycle Novice Race, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
3d. 1 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
4th. 2 Mile Safety Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal.
5th. 1 Mile Tandem Tricycle, 1st, 2 Gold Medals, 2d, 2 Silver Medals.
6th. 3 Mile Bicycle Handicap, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal
7th. 1 Mile Safety Bicycle, 1st, Gold Medal, 2d, Silver Medal.
8th. 3 Mile Special, between W. A. M. Scott, present 3 Mile Champion of R. I., G. P. Hutchins, Champion of the R. I. Wheelmen, for a Gold Medal.
9th. 1 Mile Tricycle Handicap, 1st, Gold Medal, 2d, Silver Medal.
10th. 1 Mile Bicycle for Boys 16 yrs. old or under, 1st, Gold Medal, 2d, Silver Medal, 3d, Silver Medal.
11th. 1 Mile Club Team Race (3 men each) Prize Club Banner with Medals to members of winning team.

This will be a harvest for racers, as 28 medals will be given.

We can assure all that No better Amateur Tournament will be given this year.

These races are for Amateurs only, and will be run under L. A. W. rules. The Committee reserve the right to refuse any entry. Entries close **Saturday, Sept. 22d,** and must be accompanied by Entrance Fees, **or they cannot be accepted.**

The entrance fee in all races will be $1.00, except Tandem Race, where it will be $2.00 for each machine, and Team Race, where it will be $3 00 for each team entered. Entries may be sent to

RACING BOARD { Geo. R. McAuslan, Chairman,
E. M. Bixby,
C. I. Campbell.

P. O. BOX 161, PROVIDENCE.

CLUB CYCLES

AT BUFFALO WON

9 First Prizes,
12 Second Prizes,
6 Third Prizes.

The Marlboro Tricycles and Swift Safeties swept the boards.

Send for Second Edition of 1888 Catalogue.

THE COVENTRY MACHINISTS' COMPANY, LIMITED.

239 Columbus Avenue, - - - - - - - BOSTON.



INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the ———. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited. KINGSTON KNITTING CO.



Correspondence invited.

BICYCLE TACTICS. By Capt. T. S. Miller. A complete manual for drill by clubs. 20 cents. New edition now ready. For sale by Bicycling World Co., 12 Pearl st., Boston.

ALLARD, Dubois and Lee sailed for England last Saturday not over enthusiastic at their success while here.

EX-CAPTAIN WHITNEY will probably return to Boston permanently, having leased his sheep ranch in New Mexico.

HENRY F. CAMPBELL, of Providence, R. I., succeeded in climbing College Hill five times without a dismount, which is record for that hill.

THE Portland Wheel Club were to have been the guests of the Massachusetts Bicycle Club last Monday, but the rain prevented the carrying out of original programme.

THE English papers credit Mr. Pellant with the 50 mile road bicycle record in 3.14 6 2-5. We do not understand this as the 50 mile has been done by several much faster than 3.14 6 2-5.

MR. GERRY JONES has resigned his position as chairman of the Racing Board, and though President Kirkpatrick has accepted the resignation he has not yet announced Mr. Jones' successor.

PAULINE HALL, the *Bouffe* cantatrice rides a lady's bicycle. She rides because, as she puts it, "It preserves my appetite, my color, my vigor and my contour unblemished by adipose tissue."

IN the match 25-mile race between A. Gardner and C. C. Lee, of Chelsea, Mass., Lee fell at twenty miles and so badly injured himself that Gardner beat him by about ten minutes. Time of winner, two hours.

MR. EDWARD LEONARD, Local Consul of the L. A. W. at Auburn, N. Y., and Captain of the Auburn Cycle Club, was recently married to Miss Aggie A. Walker of the same city. Mr. and Mrs. Leonard took their bridal tour to Buffalo, Toronto, Montreal, Saratoga and New York.

GREAT preparations are being made in Chicago for a six-day race of eight hours per day, to be held at Battery D. Armory, commencing October 15, under the auspices of the *Referee*. The riders, among whom will be Knapp, Prince, Schock, Morgan and Mlle. Armaindo, will receive half the gross receipts. The cost of the building and track, alone, will be over $1000.

IN the championship at Buffalo, it must be remembered, the referee decided to place Temple one point back of all others, or in other words give everybody else a point over him, although Crocker, Knapp and Neilson were entirely out of the hunt. This decided Temple not to compete in the final race, for even if he won first place he would have finished last according to points. This was hard on Ralph.

A CORRESPONDENT from Chicago writes us as follows: "The ladies bicycle craze has struck us. House and Roe have sold some 15 or 20 of their Salvos during the past month. Hereafter we may expect ladies in attendance upon our runs. We shall, hereafter, have to be very decorous as the ladies must command respect—stop at all soda fountains, for with the advent of our lady members, the day of the festive beer garden has passsed."

W. A. ROWE arrived at his Lynn home last Saturday, and left for Poughkeepsie, N. Y., on Thursday evening. "The world's champion," W. F. Knapp, illuminated "shoe town" and his handsome wife's abode on Monday, and since that time has been giving his English experiences for the benefit of Merrill & Whitten's numerous customers. "Dutch" Knapp was originally intended for a comedian, and the loss to the mimic stage is beyond calculation.

MR. J. B. KAERCHER of Pittsburg write us asking what gear and length of crank should be properly applied to an "ordinary road wheel." We answered that any gear or crank that is applied to the ordinary stock wheel of any maker. In the safeties we do not think any wheel is kept as a stock wheel geared below 48, nor are the cranks any longer than 6 3-4 inches. We should therefore think that the gear and lengths mentioned above would be the fair minimum and maximum to hold as limits.

THE Eastern Road Club race, 25 miles, will be started from the Faneuil House, Brighton, at 2.30 to-morrow over route as already published. The supplementary race for tricycles, single and tandem, will be started immediately the 25 milers have been sent along. The route selected for the three wheelers is from Faneuil House, Chestnut Hill avenue to reservoir, pass through gate, around upper driveway between the basins, Beacon street to junction with Washington street at the great sign boards near Newton Lower Falls, turn to right and follow Washington street through West Newton, Newtonville, and the hill to Brighton opposite the Faneuil House, turn to right up Chestnut Hill avenue to reservoir, going through the gate, turn to right around both basins, finishing at the reservoir.

Bicycling News says Temple is the fastest man of his size that ever crossed a bicycle. The same paper says, "To sum up the results of the tour, it is only fair to say that the American Team have ridden honorably and well; they have, we believe, satisfied everyone who has had anything to do with them. If they have won, they have been quiet; if they have lost, they did so with good grace. On behalf of many thousands of wheelmen, we wish Messrs. Morgan, Temple and Woodside success and a good home-coming in the Western Hemisphere." On behalf of the American Team, the WORLD extends hearty thanks for the generous, hospitable and sportsmanlike treatment the members received while in Great Britain.

AT HARTFORD.

A GOOD track, good management and excellent racing caused the large crowd that witnessed the two days' racing, under the auspices of the Hartford Wheel Club, to show some of the old-time enthusiasm and interest. The results we give below:

Novice, one-mile, had for starters A. C. Lawrence, East Berlin; G. A. Pickett, New Haven; D. C. Shea, Hartford; H. J. Cudworth, Hartford; and E. A. Tucker, Meriden. The race was won by E. A. Tucker, with G. A. Pickett second and D. C. Shea third. Time, 3.02 1-2.

The one-mile professional race brought out Temple, Rowe, Crocker, Knapp, Neilson, Morgan, Dubois and Lees. It was evident that the crowd had no eyes except for Rowe, and no applause except for the same man. That Rowe is deserving of all the admiration he gets, no one will gainsay, but to the American with the Anglo-Saxon love of fair play, the evident coldness the visiting contingent of pros. received, and which the writer noticed at Buffalo as well as Hartford, the lack of a cheer or word of encouragement was a most distasteful feature in both tournaments. The writer does not discuss the fairness of the decisions of the judges or managements, he simply refers to the way the other professionals (and notably Temple) were received by the spectators. After the reception the *American* team had received at *English* hands, this coldness and, in some instances, evidences of ill feeling at the hands of *American* audiences must have been extremely galling to the Americans lately returned. Now to the race. Morgan let out in great shape, but at the first quarter Lees had taken the lead, and kept it until the home stretch was reached. Then the music commenced between Temple and Rowe, and such enthusiasm has not been seen on any track in many a day. Down the leaders rushed, and until within 100 yards of the finish it was difficult to tell which man had it, then Rowe spurted and crossed the line a foot ahead of Temple; Knapp third. Time, 2.50 3-4.

One-mile open—The starters were Brown and Crist, Fred Foster, Harry Hall, Jr., J. E. Dauchy, W. I. Wilhelm, W. W. Windle, and Fred Midgeley. Dauchy entered a protest vs. Windle, on the ground that Windle was a paid rider. The protest was, however, soon withdrawn. Dauchy did the "donkey work" for the half mile, and then the racing began. Midgeley did not propose to give way to Windle without a struggle, and so down the straight they came neck and neck. Windle got there first, with Midgeley a close second; Crist third. Time, 2.56.

Two-mile, 6.10 class, brought out E. A. Tucker, of Meriden; G. I. Whitehead, George C. Dresser, George Smart and Ludwig Forster, of Hartford; James Wilson, Jr., of Worcester; S. J. Steele, of Bristol, Conn.; Kenneth Brown, of Boston; H. C. Backus, of New Haven; and G. Minturn Worden, of Boston. Tucker and Smart did the pacing alternately until the home stretch, and then Forster went in and won as he pleased, with Smart second and Steele third. Time, 6 11 1-4.

One-mile safety machines, to weigh 35 pounds, or over. Davis brought a racing wheel, but he had it weighed with lead so as to come within the limit of 35 pounds. W. E. Crist won, with R. H. Davis second, and W. Harding third. Time, 2.55 3-4.

One-mile Columbia Cycle Club handicap; and very poor handicapping it proved for the scratch man, Damery. The result was, F. B. Covel, first; C. W. Loomis, second; J. J. Galvin, third. Time, 3.06.

Five-mile (professional) lap race—All the professionals except Lees turned out. The announcement was made that only the first three men in each lap would count, and that the first would count three, the second two and the third one. It was of course a loaf for all the distance except at the finish. During the race it was understood that Temple and Rowe had some words, for which they both should be ashamed. While this commendable repartee was being indulged in Knapp and Dubois had quietly stolen away, and Knapp managed to keep his lead to such good advantage as to win first prize, with ten points; Crocker seven, and Temple and Rowe six each. Neither man would consent to run the tie off, and so the

third money was divided. Time, one mile, 3.17; two miles, 6.53; three miles, 10.31 1-2; four miles, 13.31 1-2; five miles, 16.46.

Two-mile amateur handicap was won by L. Forster; P. S. Brown second and E. A. Tucker third. Fred Foster was put at scratch, but he was clearly too heavily handicapped. F. Forster, the winner had 100 yards. Time, 6.50.

Three-mile State championship—The starters were William Harding, Hartford; H. C. Backus, New Haven; J. E. Dauchy, West Winsted; Ludwig Forster, Hartford; and E. A. Tucker, Meriden. The Meriden man did most of the pacing until the last, at which time L. Forster, who, by his fine riding, had become popular with the crowd, together with Harding, pushed for first place. Forster won amid great excitement; Harding second and Backus third. Time, 9.34.

One-mile tricycle—W. E. Crist won this race without much effort; R. H. Davis, second. Time, 3.09 1-2.

SECOND DAY.

The attendance was not as good as on the first day, but the track and weather were better. The first race, which was a

One-mile 3 minute class, brought out Ludwig Forster, G. I. Whitehead, James Wilson, Jr., A. C. Lawrence, Kenneth Brown, William James, H. C. Backus and George C. Dresser. Forster was of course the favorite, and he justified his friends' expectations by winning easily. H. C. Backus second, G. I. Whitehead third. Time, 2.52 1-2.

One-mile professional handicap. For the alleged reason that Rowe did not wish to start and ride against the "combination," whatever that may mean, the Lynn man did not go. West, 275 yards; Morgan, 120 yards; Dubois, 90 yards; Neilson, 60 yards; Knapp, 30 yards; Crocker had 20 yards, but started from scratch; Temple, scratch. One false start, and then the men were off. Crocker and Knapp deliberately let the other men run away from them, not making an effort to catch the others. Various reasons have been assigned why the two men loafed, but it was a wretched exhibition, and the crowd were properly indignant. In fact, after reaching the trainer's gate both men dismounted and went in. Knapp took first, Dubois second, and Morgan third. Time, 2.34 3-4.

One-mile Rover type handicap—The starters and handicaps were: H. J. Martel, Hartford, 175 yards; R. W. Bemis, Chicopee, 120 yards; P. S. Brown, Washington, D. C., 100 yards; Wm. Harding, Hartford, 50 yards; R. H. Davis and W. E. Crist, scratch. Davis and Crist took up the running very fast. Davis on turning into the straight made tracks for Harding, who was then leading. He managed to catch the Hartford flyer, and finished first, with Harding second and Brown third. Time, 2.46, which time is American record for that type of machine.

One-mile Hartford Wheel Club handicap—The starters and handicaps were: D. C. Shea, 150 yards; F. L. Damery, 120 yards; F. T. Reid and George C. Dresser, each 100 yards; Ludwig Forster, scratch. Forster at once set to work and cut down the handicap men, and he did this in fine shape, catching his men when they were well up the back stretch. Cresser and Reid collided and fell. Dresser got up and went on, but Reid, who had broken his wrist, stopped. Forster and Damery had a hot finish, but his record of continuous victory was not to be broken, and he finished first, with Damery second and Shea third. The success of Forster met with the public approval. Time, 2.50.

One-mile handicap, open, brought out 18 starters. L. Forster started, but was beaten for the first time. S. J. Steele (100 yards) won, with W. I. Wilhelm (40 yards) second, and K. Brown, third. Time, 2.38 3-4.

Three-mile professional lap race. The crowd, to be consistent with its former action, very properly cheered Rowe and very meanly hissed Temple as these men appeared. The action of these two men was equally reprehensible, but yet the crowd hissed one and cheered the other. Will the unbiased spectator say why? Again Knapp got first, Rowe got second money, and Temple and Crocker tied for third place. Time, 10.30.

One-mile amateur State championship. L. Forster, H. C. Backus, D. C. Barnum and W. H. Harding started. For three-quarters of the distance loafing tactics were indulged in, and then Harding and Backus started for home as fast as their abilities would permit, and that their "abilities" were of a high order will be seen when I state that Forster had all he could do to beat them home. He did it, however, and Backus had to take second place, and Harding had to be satisfied with third. Time, 3.32 1-4. The last quarter was made in 33 seconds.

Five-mile amateur lap race had as starters Ludwig Forster, H. J. Hall, Jr., C. P. Adams, W. I. Wilhelm, Fred Foster, W. E. Crist, G. Minturn Worden and P. S. Brown. This race brought some hot sprinting between the men, and after a few bouts, Forster concluded to withdraw; Brown won the race, with Crist second and Wilhelm third. Time, 15.27 1-2.

One-mile professional consolation had two starters, Neilson and West, with 150 yards' start Neilson won easily in 3.08 1-4.

W. E. Crist and R. H. Davis then went for the tandem safety record. They succeeded in the following excellent time: Quarter, 41 3-4; half, 1.22 1-4; three-quarters, 2.05 1-4; mile, 2-44 1-2.

One-mile consolation—Whithead first, Wilson second, Dresser third. Time, 3.19 1-2.

PROGRAMME OF EAST HARTFORD (CONN.) RACES

THE seventh race meeting of the East Hartford Wheel Club will be held on the 29 of September, at 2 P. M., on the East Hartford Bicycle Track.

The programme will be as follows, and is for amateurs only: one-mile, East Hartford, championship, (for East Hartford riders only;) one-half-mile, handicap, open, in heats; three-mile, handicap, open; two-mile, novice, open; one-mile, 3.20 class, open; one-mile, open; two-mile, lap, open; one-mile, consolation.

Entries close September, 25. Fee 50 cents each event to H, E. Bidwell, East Hartford, Conn.

PROVIDENCE RACES.

ARRANGEMENTS for our tournament, September 25, are now nearly complete and everything indicates a good racing and a big crowd. Work upon the track is progressing finely and it will be in much better condition than last year, especially is this true of the back stretch where last year it was poor.

The committee have decided to change the age in the boys from eighteen and under, to sixteen and under.

For those coming from Boston, we will say that on arrival in Providence change to the New York and New England Railroad which runs directly into the grounds. Dinner may be obtained in Providence or at the grounds.

A new system of marking the races will be used. It is neither numbers on white cloth or colored caps, but a combination of both the numbers will be used, but on differently colored cloths thus giving both number and color to go by. GEO. R. MCAUSLAN.

PROGRAMME OF THE TIOGA CYCLING CLUB RACES.

ON Saturday, September 29, the Tioga Cycling Club of Philadelphia will hold a race meeting at the new grounds of the Tioga Athletic Association at Westmoreland Station. The events will be:

One-mile bicycle (open), first prize, 53-inch racing bicycle, one-mile tandem bicycle, one-mile tandem tricycle, one-mile tricycle, open handicap, two-mile lap race, open bicycle, one-half mile bicycle, open to Philadelphians, one-mile 3 minute class, one-mile 3.20 class, one-mile novices' race, open to Philadelphians, one-mile Rover safety handicap, one-third-mile race for boys under 16.

The track is one-third mile, clay and cinder, with banked turns, and will be put in good condition as soon as possible.

Entries close September 25th with Capt. Issac Van Deusen, T. C. C., 2101 Tioga st., Philadelphia. Entrance fee, 50 cents per man, each event. Races commence at 3 P. M. Handsome medals to winners.

Trains to Westmoreland, P. R. R., leave Broad street 2, 2.23, 2.55, 3.38. Trains to 22d street, P. & R. R., leave Ninth and Green streets 2.25, 3.

RACING AT DES MOINES, IOWA.

THE bicycle races held under the auspices of the Iowa State Fair Association at Des Moines, Iowa, September 4–5, resulted as follows: September 4, one-mile race won by W. Bryant of Cedar Falls; prize, $10.00 L. A. W. gold badge; J. Crosby, Cedar Falls, second; prize, Fish saddle. Time, 3.23.

Two-mile race, won by D. Meurer of Cedar Falls; prize, $25.00 L. A. W. diamond badge; Whitmore of Osceola, second; prize, champion lamp. Time, 7.10.

One-half-mile race, won by John Crosby, Cedar Falls; prize, $10 L. A. W, gold badge; Ward of Prairie, second; prize, chime bell. Time, 1.35.

Five-mile race, won by Whitmore of Osceola; prize, silver cup; D. Meurer, Cedar Falls, second; prize, Kelley saddle. Time, 18.39.

Club team race, for State Fair trophy, $95.00 silver cup, open to State, three men from each club, each man to ride five miles. Won, as they pleased, by Cedar Falls Wheelmen, represented by Cropper, Crosby, Meurer.

The track was used also for horse races, therefore not very fast Wednesday's races were witnessed by over 10,000 spectators. Visiting wheelmen were entertained by the Des Moines Bicycle Club,

who were instrumental in bringing about the races. A lantern parade on eve of the 4th attracted universal attention, and traversed a good part of Des Moines, ten to twenty miles of paved streets.

The Cedar Falls' Wheelmen now hold two State championship trophies, the State Fair cup and Grinnell Wheelmen's trophy won at the July League meet at Grinnell, Iowa. These must again be contested for next year and some fine contests are therefore in prospect. Gulielmus.

PROGRAMME OF RACES AT WILMINGTON, DEL.

Under the auspices of the Peninsular Agricultural and Pomological Society at Wilmington, Del., two days' racing will be given at that city Oct. 11 and 12. The events and prizes are as follows:

Thursday, Oct. 11—One-mile novice, gold medal, value $10; second, silver medal, value $5. Half-mile Peninsula championship, gold medal, value $10. One-mile safety, Rover, pair of Rat Trap pedals, value $10. One-mile, 3.30 class, gold medal, value $10; second, lantern, value $5. Five-mile Peninsula championship, Association cup, value $25.

Friday, Oct. 12—One-mile open, gold medal, value $20; second, cyclometer, value $10. One-mile, 3.00 class, gold medal, value $15; second, lantern, value $5. Three-mile lap, gold medal, value $15; second, cyclometer, value $5. Half-mile open, gold meal, value $15; second, Jersey racing suit, value $8. Two-mile, 6.20 class, gold medal, value $15; second, silver medal, value $5. Next event to be made up on last day of races, by the Manager; premium to be announced. One-nile consolation, pair of Rat Trap pedals, value $10.

Rules of the L. A. W. to govern. Entrance fee, fifty cents per event. Entries close October 1st, 1888. T. D. Brown, Secretary.

KANSAS CITY TOURNAMENT AND MISSOURI DIVISION MEET.

The pretty little programmes of the cycle tournament and Missouri Division meet, to the number of 1000, have been mailed to wheelmen in Missouri, Kansas and throughout the West. To those who failed to receive a programme this letter is particularly addressed, and contains all particulars of the meet up to date (September 15).

The United Wheelmen, under whose auspices the tournament is given, are sparing no pains to make the tournament and meet an enjoyable success, and cordially invite every wheelman to come and attend the meet and return home all the better for his outing.

Thursday morning, Sept. 2, visiting wheelmen will be met at the trains by the Reception Committee and escorted to League headquarters. In this connection would say the rate at the Midland is $2.50 per day, and if wheelmen wish cheaper quarters they can be had. At 2 o'clock a line will be formed and the wheelmen will wheel out to the Exposition base ball park, where the races will take place, beginning at 3 o'clock. In the evening the United Wheelmen will hold a reception at their rooms, 816 Central street.

On Friday, the races will be continued in the afternoon. In the evening an illuminated parade will be given, and the wheelmen will parade through the business and residence streets. Arrangements are now being made to costume the wheelmen. After the parade the wheelmen will go to the Exposition. This evening has been especially set apart for the cyclers, and will be known as "wheelmen's night."

On Saturday the races will be continued, and in the evening the grand banquet at the Midland will terminate the meet proper. The banquet will prove a fitting finale to the three days' festivities. The banquet will be an elaborate affair.

The next day, Sunday, will be spent at Merriam Park, ten miles distant from the city, reached over a good, level country road. A luncheon will be served by the United Wheelmen. The day will be given over to exchanging reminiscences, renewing old acquaintances and making new ones. In the evening the boys will return home.

Runs will be arranged, and wheelmen who wish may have an opportunity to see the city and the surrounding country. The streets are paved with cedar blocks, making cycling very enjoyable.

The races promise to be fine and fast, and up to date entries have been received from Will Windle, Milbury, Mass.; Colie Bell, Minneapolis, Minn.; Thomas F. Blackmore, Omaha, Neb.; F. W. Mehlig and Harry Gordon, St. Louis; W. D. Sheriff, California, Mo.; Harry Rittenhouse, Jonesburg, Mo.; Harry Phelps, Topeka, Kan.; Hiram S. Hale, Junction City, Kan.; Harry Lesh, A. Jos. Henley and Baker, Wichita, Kan.; F. W. Metcalf, Olathe, Kan.; R. M. Scibel, Nelson T. Haynes and Harry G. Stuart, Kansas City. As the entries don't close till Sept. 23 there is expected to be a rush in the end. St. Louis is expected to send up a delegation of flyers. The track will be a four-lap one, forty feet wide on the home stretch. The track will be made as fast as it is possible to make it.

St. Louis will send a delegation of about fifty, and it will come in a special car. Those who desire to attend should address W. M. Brewster, 309 Olive street, for particulars as to rates, transportation, etc.

The corrected programme of the races and entertainments is as follows:

FIRST DAY, THURSDAY, SEPT. 27.

Parade from club house to race track, 2 P. M.

One-mile Kansas State championship, open to Kansas only—Prize, championship gold medal.

One-mile boys' race, open to boys under sixteen—Silver medal.

One-mile hurdle, open—First, handsome clock; second, gents' toilet case.

Three-mile handicap, open, time limit fifty seconds—First, double barreled shotgun; second, set of boxing gloves.

Fancy and trick riding tournament—Gold medal, emblamatic of Western championship (awarded last day).

One-mile club championship, open only to members of K. C. United Wheelmen—Pope cup, presented by Pope Mfg. Co.

Two-mile lap race, open—First, solid gold watch chain; second, gold headed ebony cane.

Reception and musicale at club house, 8 P. M.

SECOND DAY, FRIDAY, SEPT. 28.

One-mile handicap, open, limit twenty seconds—First, half carat diamond pin; second, L. A. W. pin.

One-mile novice, open to all who never won a prize—First, gold medal; second, silver medal.

Half-mile dash, open—First, half carat diamond ring; second, silver stop watch.

Fancy riding tournament, continued.

Three-mile Kansas State championship—Championship gold medal.

Half-mile, without using hands, open—First, pearl opera glasses; second, King of Road lamp.

One-mile Missouri State championship—Championship gold medal.

Illuminated parade, 8 P. M.

THIRD DAY, SATURDAY, SEPT. 29.

Grand daylight parade, 2 P. M.

One-mile dash, open—First, bicycle; second, half carat diamond pin.

One-mile novice, open to all who never won a prize—First, gold medal; second, silver medal.

Three-mile Missouri State championship—First, bicycle; second, "filled" gold watch.

One hundred yards' slow race, open—First, gold headed silk umbrella; second, gold sleeve buttons.

Conclusion of fancy riding tournament.

Two-mile team race (teams to represent clubs or cities only)—Handsome championship silver cup.

One-mile consolation, open only to unsuccessful contestants at tournament—First, L. A. W. bicycle suit; second, cyclometer.

Banquet at the famous new Midland Hotel at 8 P. M.; Missouri Division Meeting (at table), 10 P. M.; presentation of prizes, 11 P. M.

FOURTH DAY, SUNDAY, SEPT. 30.

This day will be supplementary to the regular programme, and will be given over to such quiet, restful pursuits, amid adjacent rural resorts, as will form a fitting finale to what has gone before.

TEMPLE CHALLENGES ROWE.

Editor Bicycling World: Owing to the very unfair and unsatisfactory ending of the so-called world's championship at Buffalo, and the difference of opinion between Mr. Rowe and his friends on one hand, and Ralph Temple, the international world's champion, and myself on the other, I hereby challenge Mr. Rowe to meet Temple in a series of three races, one, five and ten miles, best two out of three races, for $1000, $500 a side. The first race to take place in Chicago, Oct. 6, distance to be mutually decided upon in signing articles. The second race to take place over an Eastern track, Oct. 13, and the third, if necessary, the following Saturday; place of race to be mutually agreed upon.

Inclosed please find $100 (one hundred dollars) to bind our challenge, the race to be for the world's championship. A Western man to referee the Chicago contest, and an Eastern man to referee the Eastern contest, each man to be allowed two umpires. Referees to be mutually agreed upon.

We will present Mr. Rowe with articles for his signature, and will forward same and all further deposits to the editor of BICYCLING WORLD, who can be, if agreeable, final stakeholder. We wish no controversy in the matter, but mean business, and hope no delay will be attempted,

RALPH TEMPLE, of Chicago,
International World's Champion,
Per Senator Morgan.

Hartford, Conn., Sept. 14.

[We have received the $100 deposit as above from "Senator" Morgan.—ED.]

BUSHWHACKING.

Down in Baltimore, Maryland, there is a bicycle club, whose name, now, is seldom seen in print. Not that it is not worthy to be there, but clubs, like individuals, grow older, and the fresh and vigorous debutantes push them in the corners, as well as the buds in society transform their elder sisters into wallflowers.

There is a possibility that some of you who attended the late national meet met a few of the members of this club, whose home is picturesquely situated in Druid Hill Park; if so, I am sure you received the courteous treatment that one gentleman extends to another.

In the early days of cycling the members of this club were "unsurpassed by none," according to the memorable words of one of our ex-captains, in regard to riding; they rode frequently, and took long, across-country, all-day runs. But men grow older, and now they pedal out to Halstead's and quietly spend the day, leaving the distant roads free to the young riders. There are a good many original geniuses in this club, and amongst them was—I say was because he is not much of a cycler now, for there came unto him a pair of brown eyes that are fairer to him than the skies, a sweet face more attractive than the green fields and beckoning trees, a voice more luring than the songs of birds and the whispers of the zephyrs, and—well, he sits up o' nights now with a bottle of soothing syrup in one hand and the patient in the other. He had a subtle way of enticing us along the most disjointed roads he could find.

One Sunday afternoon he beguiled us down a lane that started as fair his promises, and developed in the stoniest, "ruttiest" that we ever rode. It was up and down hill, across railroad tracks, through streams, past antiquated country houses that never saw a railroad or steamboat, down by an old mill, such as you see in a forty-cent chromo, on through a gate and then spread out and disappeared as multitudinous wagon tracks, in an old field, overgrown with stubby pines, in one part of which we found an open grass-covered space, enclosed on three sides by trees and on the fourth by a stone wall capped by a single rail.

"Fellows," exclaimed our pilot, "what a place for an all-day's meeting." From that remark originated the Order of the Bushwhackers, a society peculiar to the members of this club.

The first meeting of the organization took place on a first Sunday in August, and on that date the annual meetings have since been held.

You might term it *the* family reunion of the club's members, for on that day the old, old riders brush the cobwebs and chestnut burrs from their wheels, and come forth as they did in the old days, when they frightened horses and rang the bell to please the small roadway waifs. The members they taught to ride, they are the captains and lieutenants now, though our particular captain is one of the old patriarchs, and the new members come, and also the candidates for admission to the order. They, in the course of time, will be the captains and lieutenants and then where will we old fogies be? Halstead loads his spring wagon with a bountiful dinner and sends it to us at the proper time, and we spread the tablecloth on the ground and on it place the heaped plates of fried chicken, the dozens of hard boiled eggs, the deviled crabs, the soft ones, the sandwiches, the jars of slaw, the plates of butter, the knives, forks and spoons, the pepper and the salt, and all the other things, and without waiting for grace, every mother's son of us gets the fattest piece of chicken, the biggest sandwich, and the largest crab, and other things in proportion, that he can, and we sit around on the grass and eat, as only cyclers who have had a glorious swim in a running stream to whet their appetites can eat. And then comes the watermelon, and whilst we devour that our photographic member turns on his camera, and now every one of us has to own up to the true size of his mouth.

On reaching the ground on the first Sunday of the present August the usual programme was carried out. The swim was first, after which, whilst waiting for dinner, the candidates were initiated, and when we sat down to the table they compared the reality to the hallucinations of a frightened mind; which were the worst, they alone can say. Following the after-dinner smoke came the annual games.

The master of ceremonies gathers them all together, making them join hands in a circle, then when all is ready, informs them they have thirty seconds to bring to him the largest stone they can find.

There is a grand rush, and soon the contestants come scurrying back, and all size stones are laid at his feet. The winner's, the second and the last man's names are announced and recorded, and the master of ceremonies proclaims that next comes the left-handed stone throwing, in which each throws the stone he brought, at which announcement the triumphant look fades from the champion big-stone finder's face, while the visage of him who was last, brightens wonderfully. After that a thirty-foot square is marked of, and each contestant is timed as he walks the first side, hops the second, skips the third, and jumps, both feet together, the fourth.

If you want to laugh at something originally ludicrous, get a body of men ranging from forty odd years down to the teens, and engage them in such a contest. The skip is particularly side-splitting.

The contestants are again gathered together and informed that they have thirty seconds to go down in the woods and get the crookedest stick they can find. Back they come with all styles of wood from a sapling and its leaves and branches down to the little twig. The names are announced, and the next event is the one-minute hole-digging; each contestant uses the stick he brings back, and he who digs the deepest hole is proud to wear the champion mud medal for one year.

Every man finds the softest spot he can find, and at the word the dust flies in every direction.

The next event is to get on the other side of the fence any way but over it. The contestants are arranged in a line one hundred feet from the fence, and each man thinks as he looks at it that it is too far to the end to think of going round it, so the only way to get on the other side is through it.

There are only two openings between the rails of this particular fence large enough for a man to get through, and you may be sure every man has his eye on one of them, and at the word there is a mad rush. It is not the first man who gets there who is first through. He is generally hauled back or some one calmly sits on the top rail and pins him down. There is a desperate struggle in the briars and weeds until the cheers announce that some one has won the victory.

Then everybody hastens down in the woods to find the queerest thing he can, and when the time is up they come trooping back with an assortment of curios that makes it hard to decide.

One came back with a package of cigars another had dropped; two returned pulling each other along. One did not get back until late, and explained that he had looked for a catalogue of a bicycle that did not hold a world's record.

Then comes the tree-climbing contest, and I can assure you that the average cycler can climb a hill easier than a tree.

There are other events just as nonsensical, but if nonsense will color to the cheeks, brighten the eyes and fill to overflowing one's mouth with laughter then I declare one is never too old to make a playfellow of nonsense.

When the sun coasts over the horizon from our sight, we bid good bye to our yearly meeting place, and as we ride home watch the angels light their starry lamps for their nightly run across the sky.

SECRETARY.

TEMPLE'S DEFENDER.

Editor Bicycling World: In view of the many comments pro and con over the dissatisfaction expressed by Ralph Temple and his friends over the exceedingly unfair treatment he received at Buffalo, and Mr. H. D. Corey's letter in your editorial page in last week's issue, possibly you will allow me space for a statement of facts as they existed, and not as they were twisted by the officials, Mr. Rowe and his friends. In the first place I hasten to inform my friend Mr. Corey that if I have done him an injustice, contrition follows. The main reason which I had for connecting Mr. Corey with the matter was because of the wordy warfare he had with Mr. T. W. Eck in the Judge's stand, when Mr. Eck claimed second place, by a foot, for Knapp, which was given to Rowe, and Mr. Corey's anxiety to wager Mr. Eck one hundred dollars that he (Corey) would judge the following day. Of Mr. Corey's persuasive powers I have nothing to say, but not one of the Buffalo officials (I would except Mr. Corey) have, in my opinion, had sufficient training to fill a prominent official position at a race meeting. The Referee has convicted himself to partiality, and there is no reason why men connected with the trade in any capacity, either traveller or agent, should occupy the position of an official at a race meeting. We all know that one bicycle firm in America overshadows all others up to now, and notwithstanding this, good officials could be found who are not connected with the trade in any form. Mind you, I have

brought no specific charge against Mr. Corey or his confreres, on the other hand I feel the necessity of sticking to the protest embodied in the signed document by racing men at Buffalo, and which personally I stand responsible for, that the trade be not represented as officials at any important meeting. What would English riders say if Mr. Thomas Humber or Walter Phillips were appointed officials at an English meeting? Judging, in my mind, is a peice of red tapeism that can be dispensed with. A referee and umpires are alone used on the Continent. A referee with backbone enough, without consulting citizens from away-back who happened to see a finish, is what is wanted. The umpires, however, didn't count much at Buffalo, as the opinion of three professional cyclists and others interested in Rowe's favor, and possibly antagonistic to Ralph Temple, were given precedence over the umpires. And here I might remark that the umpire, at 150 yards from the finish, stated, before the inquisition that "sat on" Temple, that it was his opinion that Temple had Rowe beaten when passing his station, and that Temple appeared to be winning easily. This gentleman spoke truth, and is a member of the Buffalo Ramblers. And why call a meeting down town to decide a question which should have been decided on the track? Of course it was eminently right and proper that T. W. Eck, W. F. Knapp and H. G. Crocker should say Temple fouled Rowe, for did not that give them a better chance to secure the plums of the championship? The little supper between the crowd, given by Mr. Eck, was a fitting conclusion to the official farce. I charge the referee, Howard P. Merrill, with distinct favoritism, and for allowing his favoritism to outweigh his fair judgment. These are weighty words, but well weighed before utterance.

Here is this from his pen, in the BICYCLING WORLD (and here I might remark a referee should represent no newspaper). Mr. Merrill says: "Rowe, of course, demonstrated at Buffalo that he was best man." He might, "yes, with Referee Merrill's assistance." Let's see how he demonstrated. Knapp won the half-mile, Crocker the three-mile and Knapp second (Rowe got it though), Temple won the five-mile, Crocker the mile handicap; so all Rowe fairly won was the mile championship and three-mile handicap, and Knapp won the two out of three at Hartford. In his report of the Hartford races to the Springfield *Union* (I failed to see the Buffalo reports, although no doubt they were of the same tenor) Referee Merrill says, speaking of the mile championship the first day: "Soon the crowd were able to single out Rowe and Temple, and the grand stand rose to its feet and began to cheer for Rowe. If there were any cheers for Temple they were drowned out by the Rowe enthusiasm." So you see bias crops up even in those few lines, and from the referee, mind. The second day's report says: "Temple's tactics at Buffalo and Hartford have considerably damaged him, and it will be a long while, if ever, before patrons of race meets will look upon him with anything but disfavor."

Referee Merrill goes on to speak knowingly of "a combine" against Rowe, and insinuates that Crocker, Knapp and Temple were all working against Rowe. For any and every case of combination in which Ralph Temple can be found guilty of engaging in at Buffalo or Hartford, I will forfeit one hundred dollars, the same to go toward improving Massachusetts roads. The WORLD holds one hundred dollars of my money. Temple worked in all races for himself, and had to practically work against three good men, and did not consult the Referee or the crowd as to how he should run his races; he simply obeyed orders. The reason Rowe did not start in the mile handicap was best known to himself; but this we know, and that is we make no pace for anybody, unless so inclined. Ralph Temple's star will be still in the ascendant when that of his critics will have set forever, and the treatment he has received at the hands of his country after returning from victories the like no athlete ever before accomplished will make my young Western friend yearn to return to a country where fair play is not much boasted of, but where it is surely a reality. I will close by quoting a line from F. P. Prial, editor of the *Wheel*. In the report in his paper he says:

"On both the first and second days there were two very close bids for second place in the professional events—so close, indeed, that the judges had difficulty in placing the men, though we agreed with their decision in both cases, notwithstanding the clamor of the crowd. In the second heat of the professional championship event, however, we disagree with the referee's decision that Temple had deliberately fouled Rowe, and was disqualified from the race. The stake at issue in this event was $1000. In his previous races at the Buffalo meet Temple invariably entered the home stretch close to the inside border, and could not get through. In the championship event Temple decided before the race that his only success lay in turning into the home stretch clear of the field. About a quarter of mile from home the men came with a grand rush, and, assisted by the gale, they rounded into the home stretch at a pace possibly never exceeded in a bicycle race. The men swung wide, with Rowe and Temple on the extreme outside, Temple leading by a few lengths. The big Lynn man made a superb effort, gained inch by inch till within a length of Temple, and then fell away, taking his feet off the pedals and wobbling dangerously near the rails. It was clear that Temple outspurted every man in the race, yet there is no doubt that Rowe was dangerously close to the rails and might not have been able to get through. In the light of facts there might have been ground for a claim of foul; but that it was deliberate is claiming too much. We think it was not deliberate, because Temple was always ahead of Rowe—so far ahead as not to know where the Lynn man was; because Temple has never been accused of tricky riding; and finally, if the foul had been deliberate, the judges, umpires and referee must have seen it at once. We think a grave injustice was done Temple in this matter."

Now personally Howard P. Merrill and myself have been (and Barkis is willin' to be yet) good friends, but I want to emphasize to H. P. that whatever his leanings might be to Rowe, I do not accuse him of wilful dishonesty, but rather the result of sentiment which has carried kingdoms away.

By the way, the denial from Mr. Corey in regard to his not judging the second day, sounds peculiar when I read his report signed by himself, in same issue, as one of the judges, regarding the race which I won, and which Mr. Eck objected to, owing to my friend, Jules Dubois, doing alleged pacing for me. How does H. D. reconcile these facts?

"SENATOR" MORGAN.

Boston, Sept. 18, 1888.

THE Coventry Machinist's Co. scored a double record at Hartford last week. Mr. R. H. Davis rode a Swift safety when he made the American record time of 2.46, and also Mr. R. H. Davis and W. E. Crist took the tandem safety record on the Swift tandem in the American record times of quarter, 41.34; half, 1 22 2-4; three-quarters, 2.05 1-4; mile, 2.44 1-2. Well done, Coventry Machinist's Co. At Buffalo, too, the Swift safeties and Marlboro' trikes swept the board.

DURING the present season riders of Columbias have won at least half of the bicycle races at nearly every race meeting. At Cheltenham Beach, Chicago, August 25th, ten out of twelve events, including the one and two miles State championships, were won on Columbias. At New Castle, Pa., August 30th, eight out of eleven events were won on Columbias. At the great Buffalo tournament riders of Columbias carried away fifteen out of twenty-five possible first prizes, and at Hartford eleven out of the seventeen bicycle events were won by riders of Columbias.



CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. **Do you want a $10.00 or $5.00 Cyclometer? We will send you one Free,** any make you desire, and this is this is the way we propose to do it' Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer, The numbers will be thoroughly shaken again, ank a **second number** drawn. the lucky holder of which will secure a $5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it **Free.** Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman **needs** a luggage carrier. There is none equal to the "Ross Improved; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only **$1.00.** By mail **$1.10.** In ordering be particular and state name of wheel and year of manufacture.

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LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

OFFICERS FOR 1888—89.

PRESIDENT,
T. J. KIRKPATRICK,
Springfield, Ohio.

FIRST VICE PRESIDENT,
H. W. HAYES,
103 State Street, Boston.

SECOND VICE PRESIDENT,
W. S. BULL,
Box 414, Buffalo, N. Y.

TREASURER,
W. M. BREWSTER,
309 Olive Street, St. Louis. Mo.

Standing Committees.

EXECUTIVE AND FINANCE — T. J. Kirkpatrick, Springfield, O.; H. W. Hayes, 103 State st., Boston, Mass.; W. S. Bull, Buffalo, N. Y.

MEMBERSHIP.—G. Carleton Brown, Elizabeth, N. J.; Charles S. Davol, Warren, R. I.; Frank C. Blodgett, Detroit, Mich.

RIGHTS AND PRIVILEGES.—Chas. H. Luscomb, 280 Broadway, N. Y.; J. S. Dean, care *Bicycling World*, Boston, Mass.; A. Moore Berry, 421 Olive street, St. Louis, Mo.

RULES AND REGULATIONS.—Wm. H. Emery, 1177 Tremont street, Boston, Mass.; W. W. Share, P. O. Box 22, Brooklyn, N. Y.; Henry Crowther, P. O. Box 1582, Philadelphia, Pa.

IMPROVEMENT OF HIGHWAYS.—Stephen Terry, Hartford, Conn.; Chas. S. Butler, 263 Main street, Buffalo, N. Y.; H. S. Livingston, Cincinnati, Ohio, care Seasongood, Mendersnn & Co.

RACING.—George S. Atwater, 1206 Penn. avenue, Washington, D. C.; Col. George Sanderson, Scranton, Pa.; George Collister, Cleveland, Ohio, care Davis, Hunt & Co.; W. M. Brewster, 309 Olive street, St. Louis, Mo.; H. H. Hodgson, New Orleans, La.

TRANSPORTATION.—Burley B. Ayers, 153 S. Hoyne avenue, Chicago, Ill., Chairman, with other appointments yet to be added to this committee.

WE have prepared a brief of Court Decisions, Rulings, etc., which members of the legal fraternity may have on application.

MASSACHUSETTS members are entitled to the Road Book free of expense. Those who are not supplied may get the book from Sanford Lawton, Springfield, Mass.

THE Reorganization Committee met at Buffalo during the tournament and drew up a new code of by-laws for the League. These will be presented at the annual meeting of the National Assembly to be held in February.

CHIEF CONSULS of the Divisions have been supplied with recruiting circulars. Those who desire to work in the direction of an increased membership may draw upon the Chief Consuls of their respective States for these circulars.

THE last few months has seen quite a struggle for position between New Jersey and Illinois. Last year the New Jersey Division had 865 members while Illinois had but 635. The latter State did not fall off in numbers so largely as did New Jersey, and she has been in hot pursuit of her Eastern rival ever since. Illinois has now met and passed New Jersey, but the struggle is not yet over.

LEAGUE members will confer a favor by notifying us of any mistake they may find in the direction labels. The mail list has just been re-set and it is impossible to avoid many typographical errors. We want to have the addresses as nearly correct as it is possible to get them, and we invoke the aid of the members. Please notice wrapper carefully and ask for any change that is called for.

IT would not be right for the League to expend its efforts for the exclusive advantage of a locality. Would there not be a great outcry if the League should expend its funds for, say, a cinder path from Buffalo to Niagara Falls? Is it any more reason to cry out against the League because it has not built Brooklyn wheelmen a cinder path to Jamaica? The League is for general purposes; local needs must be met and local improvements secured by local organization.—*F. W. Loucks in Wheel.*

THE new Cyclists Union of Brooklyn is organized to carry out a most worthy project and the League wishes it all success. It is to be regretted that some of its promoters feel it necessary to place themselves in antagonism to the League in laying plans for the new organization, and that they see no better way to recruit the membership than that of crying down the League. There is no good reason why harmony should not prevail between each and every society that aims to aid the cause of cycling. The League cannot well do the work laid out to be done by the Brooklyn Union, nor can the Union do what the League has done and is now doing.

WE have heard only one complaint against the L. A. W. and that was that the members were always in a row, and the falling off in the membership of the Vermont division is due largely to this fact. Many of the boys have personally informed us that they would not belong to an organization that must be in a fight of some kind all the time.—*Vermont Bicycle.*

How short-sighted some of these wheelmen are. We know something about the management of the League and yet we know nothing of the "rows" that the Vermont wheelmen profess to see. There is no want of harmony among League officials and the disturbances are all outside. Cycling papers must have something to entertain their readers, and cycling editors believe they can gain a reputation for being smart by losing no opportunity for "pitching into the League." A prominent wheelman said to us the other day—"These wheel papers do the cause of cycling more harm than good. They do not strive to advance the cause but bend all their energies to growling at those who are giving their time and talents to the good work." We give this for all that it is worth and have no comment to make. It is very true that there have been many disturbances in wheeling circles the past two or three years, but they have been outside the League and League officials have had little if anything to do with them. We have heard of several attempts to break up the League and secession is often threatened and yet the organization goes proudly on, doing its work in a quiet way and making itself of increased value to the sport with each succeeding year. A buzz fly makes a great noise, but it should not be taken for a note of war, nor the rattle of a hurricane.

Pennsylvania Division.

Chief Consul George A. Jessup has called a meeting of the Board of officers Pennsylvania Division, for September 27th, 1888, at Lochiel House, Harrisburg, Pa., at 7:30 P. M., sharp.

It is earnestly requested that all Representatives and Club Representatives be present at this very important meeting, and to further this end, all mileage and hotel expenses will be paid by the Division on rendering bills to the Secretary-Treasurer.

GEO. A. JESSUP, Chief Consul.
J. G. CARPENTER, Secretary-Treasurer.

Missouri Division Meeting!

Wheelmen residing on the Iron Mountain, St. Louis, Kansas and Missouri Railways and other lines adjacent to St. Louis, who wish to attend the meet at Kansas City, can join the St. Louis party leaving Thursday evening, Sept. 27. As this will be the most successful meet our division ever held, a large attendance is expected. Those who wish sleepers or chair seats secured for them should advise me promptly. Take your League ticket with you and bring your friends. Fraternally, ROBERT HOLM,
Chairman Touring Board.
Care Anheuser Busch.

Massachusetts Division.

The first meeting of the Board of Officers of the Massachusetts Division, L. A. W., for 1888-9 was held in Room 11, Young's Hotel, Saturday evening, September 15.

Chief Consul Hayes called the meeting to order at 9.55, and made an informal report of the past year's work. Mr. A. W. Robinson was elected Secretary pro tem.

The first business was the election of delegates to the National Assembly.

Mr. Bassett nominated Messrs. J. B. Seward and A. W. Robinson; Dr. Emery nominated Dr. W. G. Kendall, Mr. Seward nominated Mr. Chas. S. Howard, Mr. Robinson nominated Mr. Sanford Lawton, and on motion of Dr. Emery a ballot was taken, and the above named gentlemen were declared elected.

Chief Consul Hayes announced the following Standing Committees for the ensuing year:

Rules and Regulations—W. H. Emery, C. S. Howard, E. B. Coleman.

Rights and Privileges—J. S. Dean, W. S. Slocum, G. A. Perkins.

Finance—J. F. Adams, A. L. Bowker, W. A. Mosman.

Touring—A. W. Robinson, W. G. Kendall, J. B. Seward.

Improvement of Highways—C. R. Dodge, G. H. Perry, C. W. Fourdrinier.

On motion of Mr. Bassett $100 were appropriated for expense of Secretary-Treasurer's office, and $100 for Chief Consul's office.

Chief Consul Hayes appointed the following committee on Guide Boards: Dr. Emery, Mr. Geo. Perkins and Mr. Irving H. Kennedy.

Adjourned 11.05. ARTHUR W. ROBINSON,
Secretary pro tem.

Fall Meet of Maine Division.

The fall race meeting of the Maine Division will be held in Waterville, September 27th. Full particulars have been mailed to each member and a full attendance is hoped for. Every effort will be made to make it a most enjoyable occasion, and with good weather the result wished for cannot fail to be realized. Let every member be on hand. F. A. ELWELL.

Maine Election.

The result of the mail vote in Maine is the election of the following officers:

Chief Consul—Dr. George E. Dow of Portland.
Vice Consul—Charles D. Batchelder of Sanford.
Representative—James O. Whitemore of Fairfield.
A. L. T. CUMMINGS, Sec.-Treas.

Missouri Division.

Your attention is again called to the fact that the annual meeting of the Division will be held at Kansas City on the 27th, 28th and 29th days of this month. This is the first attempt that has been made to hold the meeting outside of St. Louis, and every effort should be made to secure a large attendance, and thus show our appreciation of the efforts that are being made by the United Wheelmen of Kansas City to make the affair a success. They have provided a most excellent and generous programme, and no one who goes can fail to have a most enjoyable time. I therefore urge every wheelman who can possibly get away to attend the meeting. If you cannot take in the three days, take such part of them as your arrangements will permit. All who can go are requested to notify Robert Holm, Chairman of the Touring Board. Address, care Anheuser-Busch Brewing Association, St. Louis, at as early a date as possible, so that the necessary railroad accommodations can be secured. There should be at least a car load from St. Louis.

At the request of Robert Holm, Chairman, I have appointed Walter Williams, of Boonville, and W. H. Cameron, of St. Joseph, additional members of the Touring Board.

I have also appointed Alex M. Lewis Local Consul for the city of St. Louis.

The Miami House is appointed the League Hotel for Miami, Mo. Regular rate $2.00 per day; meals 50 cents. To League members, $1.50 per day; meals 35 cents. Yours fraternally, W. M. BREWSTER, Chief Consul.

L. A. W. Uniform.

The Uniform Committee have lately received several inquiries asking where the L. A. W. uniform cloth can be obtained and whether the cloth was giving satisfaction. The committee desires to say in answer to the inquiries that the cloth is giving entire satisfaction, does not fade and wears well. Any member of the League who wishes to have his uniform made by his home tailor can procure the L. A. W. uniform cloth by the yard of Messrs. Wanamaker & Brown, Philadelphia, Penn. For the Committee,
G. R. BIDWELL, Sec.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Los Angeles Wheelmen, Los Angeles, Cal.—J. W. A. Off.
Canton Bi. Club, Canton, O.—Frank C. Meyer.
Elizabeth Wheelmen, Elizabeth, N. J.—George C. Pennell, John C. Wetmore.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee therenf, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 157—Total 48—11,39

BOSTON, Sept. 21, 1888.

DISTRICT OF COLUMBIA DIVISION—1—153

Unattached.
20633 Smith, Walter F., 961 Penn. ave., S. E., Washington

ILLINOIS DIVISION—5—711.

Illinois C. Club.
20647 Jennings, C. S., 1012 Monroe st., Chicago

Unattached.
20618 Swigert, A. W., Champaign
20619 Soper, C. H., Freeport
20610 Breusing, Chas. H., 807 E. Reynolds st., Springfield
20611 McFarland, John B., Cor. 6th and Spruce sts., Springfield

INDIANA DIVISION—1—193.

Crawfordsville Ramblers.
20634 Alfrey, John F., Crawfordsville

IOWA DIVISION—1—167

Unattached.
20616 Cooke, Thos. F., Yale 17, Algona

KANSAS DIVISION—1—147.

Ottawa Wheelmen.
20635 McCale, L. E., 123 North Oak st,, Ottawa

MAINE DIVISION—1—136.

Kennebec Ramblers.
20608 Darling, Geo. E., Box 378, Waterville

MARYLAND DIVISION—1—447.

Unattached.
20625 Wilson, Frank H., 1806 Edmondron ave., Baltimore

MASSACHUSETTS DIVISION—8—1205.

Cyclists Touring Club.
20645 Sumner, G. W., 152 Tremont st., Boston
20646 *Sumner, Mrs. G. W.*, Harrison Sq., Dorchester

Unattached.
20652 Oliver, Wm. C., Linden
20612 Hathaway, J. D. Jr., Assonet
20636 Durand, Lieut. Geo. R., 193 Salem st., Malden
20617 Brown, Chas. W., Newton Centre
20620 Adams, Chas. W., Northbridge
20644 Monroe, H. J., 2 Chester ave., Somerville

MICHIGAN DIVISION—6—346.

St. Johns Bi. Club.
20626 Paine, F. C., St. Johns
20627 Steel, Geo. A., "
20628 Whetstone, E. C., "

Tecumseh Bi. Club.
20637 Nesmith, S. D. Box 53 Tecumseh

Hillsdale Bi. Club.
20648 Randall, Jed. J. Hillsdale

Unattached.
20629 Jones, Chas. W., Hasting

MINNESOTA DIVISION—3—112

Standard Bicycle Club.
20613 Gaston, Fred W., 324 Jackson st., St. Paul
20614 Greaza, A. E., 94 Park pl. "

Winona Cyclists.
20631 Stevens, G. W., Winona

MISSOURI DIVISION—1—335.

Unattached.
20649 Sheriff, Nat D., California

NEW JERSEY DIVISION—2—706.

Unattached.
20605 Taylor, Fred S., 40 Carleton st., E. Orange
20606 Manley, Geo. M., P. O. address, 187 Broadway, New York City, Maplewood

NEW YORK DIVISION—5—2358.

Unattached.
20609 Bogart, Cyrus J., Blauvelt
20621 Ellis, W. H., Groton
20630 Bunce, Theodore D. Jr., 239 East 27th st., New York City
20638 Williams, Fred S., 244 East 86th st., "
20607 Howard, B., Tannersville

OHIO DIVISION—3—905.

Conneaut Wheel Club.
20639 Press, Geo. H., Conneaut

Unattached.
20622 Bustard. John R., Salen
20632 Edwards, J. T., West Jefferson

PENNSYLVANIA DIVISION—4—1428.

Unattached.
20640 Quigley, Harry C., 263 Boas st., Harrisburg
20615 Cope, Rev. Edgar, 1609 N. 15th st., Philadelphia
20641 Lund, Oliver P., 210 Price st., Germantown
20623 Thompson, Albert, 2217 Howard st., Philadelphia

RHODE ISLAND DIVISION—1—247.

Unattached.
20642 Jencks, Walter P., 209 Narragansett ave. Providence

TEXAS—1—30.

Flatonia Bi. Club.
20643 Eidelbach, A. C., Flatonia

VIRGINIA DIVISION—1—108.

Unattached.
20624 Bell, Wm. P., Accomack C. H.

WISCONSIN DIVISION—2—92.

Waukesha Wheelmen.
20650 Christoph, J. B., Waukesha
20651 Putney, Milo Jr.,

Application for Membership in the L. A. W.

....., 188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address*, ...

References: ..... *City* .....

..... *State*.

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all membership will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application; after that date, and until April 30, 1889, enclose $1.25.

AGAIN COLUMBIAS.

At Hartford, Conn.. September 13 and 14, riders of Columbias won

11 OUT OF 17

possible first prizes for Bicycle contests.

An instantaneous photograph, taken at the precise second that Rowe and Temple crossed the tape, gave the race to Rowe by about half a wheel. Copies of this photograph can be seen at our Boston, New York, Chicago, and Hartford offices, and at our principal agencies, or will be sent by mail for 15 cents each.

POPE MFG. CO.,
BOSTON, NEW YORK, CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

H. M. SABEN, Manager, - - - 152 Congress Street, Boston, Mass.

IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 28 SEPTEMBER, 1888.

Volume XVII.
Number 22.

DID VICTORS

Take everything worth having in the great 100 mile Road Race at Buffalo Sept. 8?

That's just what they did, and when we got the returns and found that VICTORS took first, second, fourth, fifth and sixth place, only *one* machine of any other make finishing at all, we were quite content. When we can have NEARLY all the earth we are willing to leave a bit of the backwoods for the other fellows.

It has grown to be a matter of history, that when the finish of a great road race comes VICTORS are found in places with very low numbers, as 1 and 2, or 1, 2 and 3. Messrs. Dampman and McDaniel, who finished first and second in the Buffalo races, entered on their regular Victor Light Roadsters, believing them to be the strongest, fastest and most reliable road machines in the world. The result proved the soundness of their judgment.

The result has been the same in all the principal road races of the past *four years*—witness Clarksville, Crawfordsville, Big 4, Boston 100 miles, &c., and it surely means something. We might win an occasional race by a "scratch," but when it comes to a regular thing we submit that it indicates that

THEY ARE BUILT TO WIN,

And this means that they are perfectly adapted for all around road use.

In the Eastern Road Club race, Sept. 22, Clark, of the Dorchester Club, finished first on his Victor Light Roadster.

We shall have more to say when there are more races.

Overman Wheel Co., Boston,

Makers of Victor Bicycles, Tricycles and Safeties.

SPECIAL.

All Advertisements in this Department 20 cents a line.

HALL Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass.

FOR SALE—One 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

A Few Second-hand Springfield Roadsters,

in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

A FEW BARGAINS—50-inch Columbia Light Roadster, $80. 56-inch Expert, $65. 56-inch Expert, $80. American Rambler, $107.50; first two machines in first-class order, last two almost new; reason for selling Rambler, owner is traveling. Also 52-inch Expert, A1 condition, $70. Must be sold this season. Correspondence solicited. C. E. TITCHENER, Binghamton, N. Y.

FOR SALE—New Columbia Light Roadster Tricycle, $125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



L. A. W. BADGES,

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous iustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.



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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,

100 Sudbury St., and 243 Columbus Ave.,
BOSTON, - - - MASS.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

Rubber Tires, all sizes, at reduced prices.

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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

READ THIS!!!

D. W. L. BATTLES,
Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, ESQ.:
Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning: I am well pleased with it, as it fully comes up to my expectations. Yours very truly,
W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J.
Telephone 98.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

15 cents per copy; 7 copies for $1.

20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—A Cunard Tandem Tricycle, better than new; weak parts have been strengthened; ridden but little. H. S. LIVINGSTON, Cincinnati, O.

WANTED—Second-hand Ivel or Rudge Safety. Address Box 1392, New Haven, Ct.

FOR SALE—52-inch New Rudge Light Roadster Bicycle, '88 pattern; ball bearings, including head; with lantern; $100. Address W. B. WEIR, 72 Broadway, New York.

$30 takes Am. Star Bicycle; good condition. A. G. ENDERLE, 9th and Carr sts., St. Louis, Mo.

BARGAIN—Rudge Lt. Roadster, 55-in., Kirk. saddle, $75. H. T. HARDING, JR., 2126 Norris st., Philadelphia, Pa.

$25.00 REWARD will be paid for the return of a New Columbia Veloce No. 850, which was stolen from W. M. Frisbie Company's store, 16 Crown st., New Haven, Conn., or the arrest of the person who gave his name as John Crowse, who checked it to Birmingham, Ct., on the 7.30 P. M. train, N. H. and D. R. R., Sept. 8, 1888. W. M. FRISBIE CO., New Haven, Ct.

FOR SALE—Marlboro' Club Tandem Tricycle; in first-class condition; ridden but a short time. Price $175. T. J. JOHNSON, Box 56, Washington, D. C.

L. A. W. Attention.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards wirh fac simile of club badge or of any particular design should wrie for estimates, as we are prepared to do work at lowest possible price. **Agents Wanted.**



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 80 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

Jersey-Fitting Underwear.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made. *Let every sportsman try them.*

Price $1.00.

Will send by mail on receipt of price. Send size of Waist and Hip.

Manufactured by

HOLMES & CO.,
17 Kingston St.,
Boston, - - Mass.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞ **This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

American Bicycle Check.

HANDSOMELY NICKEL FINISHED.



BEST PADLOCK MADE.

American Railway Equipment Co., LIMITED,
45 Broadway, - - - New York.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH, 12 Pearl Street, Boston, Mass.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

SAFETY INDISPENSABLE. By Henry Sturmey. A complete analysis of the Safety Bicycle, and illustrations of each kind. By mail, 30 cents. For 1885. For sale by Bicycling World Co., 12 Pearl st., Boston.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

TO THE FRONT AGAIN.

Eagle Rock Hill Twelve Times Without a Dismount.

ON WHAT.

A SPRINGFIELD ROADSTER, 50 inch geared; equal to a 52-inch ordinary.

BY WHOM.

J. Harry Shurman of Lynn, Mass. Witnesses by E. H. Banks, N. Y.; L. S. Kloz, E. N. Y.; Harry Spence, Newark, N. J.; W. H. White, Newark, N. J., and C. S. Silver of Concord, N. H.

WHAT NEXT.

Stickney Hill, Lynn, Mass. Try it. We got there.

L. A. W. run at Baltimore, June 19th, 1888. Out of 150 wheels, 3 only surmounted the hill, 2 of these were Springfield Roadsters, ridden by Messrs. Harris and Decker.

L. A. W. races, Baltimore, June 19th 1888. The SPRINGFIELD ROADSTER scored three victories—2-mile safety, by J. Fred Midgley, 1-2 mile dash, and 3-mile handicap by W. E. McCune.

J. R. Weld, Jr., of Medina, N. Y., writes: "We believe in the SPRINGFIELD ROADSTER out here. In a club of 20 members, 16 of them ride your make of Wheel, and still we want another."



YOU MAY DRAW YOUR OWN INFERENCE.

Absolutely safe, speedy, the best hill climber and all around road Wheel ever offered to the public, at a moderate price. Catalogue free.

J. P. Lovell Arms Co., Sole New England Agents, No. 147 Washington Street, Boston.

Springfield Bicycle Mfg. Co.,

No. 9 Cornhill, Boston, Mass.

Baltimore, Sept. 14, 1888.

Messrs. Wm. Read & Sons, Boston, Mass.:

Gentlemen—I have ridden the NEW MAIL constantly for four months, covering over 1200 miles. A great part of this riding has been done over some of Maryland's roughest roads, and the machine is as staunch and in as good condition as the day I bought it.

I am very much pleased with the machine, and I expect it to be my mount of the future.

As a hill climber it beats any straight wheel I have ever ridden, and I consider it a first-class all round machine.

You are at liberty to use this letter if you wish to.

Yours respectfully, F. W. POPE,

Capt. of Balto. Cycle Club.

Brooklyn, N. Y., Sept. 15, 1888.

Messrs. William Read & Sons, Boston, Mass.:

Gentlemen—I wish to give you my entire approval of the NEW MAIL. My weight is two hundred and thirty-five pounds, and I have ridden the MAIL now one year without a single breakage of any part. The Ball Head is a great improvement. Very truly yours, A. DEL GENOVESE.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
—BY—
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 28 SEPTEMBER, 1888.

THE racing season is nearly over, and we will soon be able to devote more time and space to tours and runs.

SO retaliation against Canada is to be carried into the cycling ranks? It looks so, when we do not allow Foster, the plucky Canadian, to take any more "firsts" in this country. We *must* "protect" ourselves against Canuck brawn and brain, you know.

FOR the first time in cycling history this country is to be the scene of a series of races to determine the title of championship of the world. The contestants are R. Temple and W. A. Rowe. Temple rests his claim on the fact that he has time after time beaten the best men England can produce. Since Temple's return to this country Rowe has succeeded in beating Temple, and of course the Lynn man claimed the premiership. This claim has been disputed by Temple, and the outcome is a series of races to finally settle the question. That it will be a race "for blood" we think we can safely stake our reputation by stating it is a fact. Both men are terribly in earnest, and both equally confident.

That the best man may win is the wish of all true lovers of the sport. Let every one bear in mind the fact that both men have honorable records, and are both equally entitled to consideration at the hands of the public. For the good name of American fairness we trust that the public exhibitions of bias will not be so offensively prominent during these matches as it unfortunately was at Buffalo. We bespeak a fair, generous reception for Temple; he has nobly earned it, and were Rowe or any other good man publicly insulted, as Temple has been, we would raise our voice in appeal on his behalf.

MIDDLESEX CYCLE CLUB.

THIS club, which was organized for the purpose of promoting the interest of tricycling among the ladies and gentlemen riders of the neighboring towns of Wakefield, Malden, Melrose, Everett, Maplewood and Medford, has been very successful, great interest being taken in it as it is the only club in this vicinity where the ladies have an equal interest.

As the club was originally organized in rather an informal manner and a number of questions arising as to who should join, a special meeting was held in Melrose at the residence of Mr. Jerome Milbourne, at which a Constitution and By-laws were adopted, and several new officers were elected.

The club was originally intended for tricycle and tandem riders only, but there being a number of bicycle riders having applied for admission, after some discussion it was voted to admit them provided they had some lady friend who also desired to join, as it is the desire of the club to have as many ladies as gentlemen.

The runs of the club which have been held were all well attended. The club have also made up several theatre party through the courtesy of two of its members.

The officers of the club are President, J. M. Gorrie, Melrose; Vice President, Mrs. Chas. Atkinson, Malden; Secretary and Treasurer, F. K. M. Jones, Melrose; Captain E. P. J. Morton, Melrose; first Lieutenant, G. J. McArthur, Malden; Color Bearer, U. K. Meres, Everett: Bugler, S. P. Brock, Melrose. The club now has over sixty members.

TEMPLE—ROWE.

WE append below the articles of agreement entered into by R. Temple and W. A. Rowe for a stake of $500 a side and the championship of the world:

Articles of agreement entered into this twentieth day of September, 1888, at the BICYCLING WORLD office, Boston, Mass., by and between William A. Rowe of Lynn, Mass., and Ralph Temple of Chicago, Ill., witnesseth. The above parties agree to contest a one, five and ten-mile bicycle race, on best and best bicycles, for $1000—$500 a side—and the bicycle championship of the world, the winner of any two out of three races to win stakes and title. The first race to take place in Lynn, Mass., the sixth day of October, 1888. The second race to take place at Hartford, Ct., or Springfield, Mass., the tenth day of October, and the third race at either Hartford, Lynn or Springfield, October 13, 1888. In case a mutual understanding as to the place of the third and final race cannot be arrived at, it is agreed to leave the naming of the place to the referee.

One hundred dollars a side is now deposited with the editor of the Lynn *Item*, who shall be preliminary stakeholder. The second deposit of $200 (two hundred dollars) to be posted on or before Friday, September 28. The final deposit of $200 to be made on or before October 5, 1888. S. S. Merrill of Lynn, has been selected as final stakeholder and referee, his decision to be final without recourse to courts of law. Each party shall be allowed two umpires. The start of the race to be from a push off, and by report of pistol, Wolverhampton rules to govern. Any point not coverd in these articles shall be left to the referee for decision.

Either party failing to obey the above agreement to forfeit all money down, the races and the title to the championship of the world.

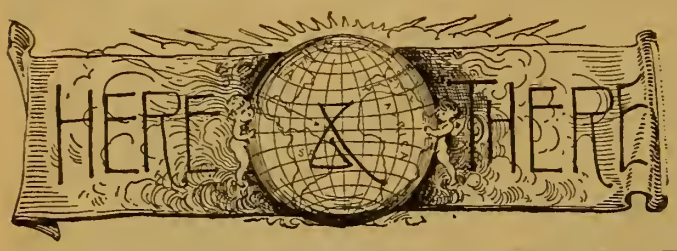
W. J. MORGAN.
(For Ralph Temple.)
F. L. ALLEY.
(For William A. Rowe.)

Witness:
C. W. Fourdrinier, BICYCLING WORLD.
J. C. Kerrison, *Boston Herald.*

Boston, Mass., September 20, 1888.

Morgan and Temple returned to this city the first of this week and at once went into active training for the great event with headquarters at the Faneuil House, Brighton, Rowe will return to Lynn the last of this week and will put in his time training on the Lynn track. This match will create widespread interest as the supremacy of either man is an open question and one that can only be settled by actual racing. It is needless to say that both men and their backers are morally certain of success.

It was the wish of Temple and Morgan that one of the races should be run in Chicago, but Alley and Rowe demurred about going West and so that condition was waived by the "Senator," as Temple's backer.



SYRACUSE.

"SALINA."

The third annual "Corn Roast" of the Cycling Club was held last Thursday eve in a quarry near Darwin Springs. Owing to the poor condition of the roads only seventeen men turned out, but these seventeen men had sport enough for fifty. A *menu*, consisting of green corn, potatoes—sweet and "sour"—bread and butter, milk (?), *etc.*, was set before the boys, and the way fodder disappeared would make Dr. Tanner green with rage. After this sumptuous repast an open air concert was given, and it reflected great credit on the participants, especially Mr. Park, the basso profundo. Arthur Stone's tenor was also a marked feature of the performance. Although the last to start for the city, Messrs. Wood, McDougal, Cherry and Yale, on their side-bar quardicycle, easily passed the rest, and left them far behind in the dim distance. Credit should be given Captains Chapin and Harris and Curran for the management of the affair.

The hill-climbing fever has not struck Syracuse as yet, and we sincerely hope it will always be beautifully distant. We have several big hills around us here, but all of them have been done. However, the boys usually find the walking good on most of them.

On the morning of the 13th inst. several club men sat in the rooms watching the destructive fire in the Grand Opera House. Mrs. O'Neil, the janitress, occupies rooms down the hall and came in the club rooms to inquire if our block was in danger. "Oh!" said she, "Oim so glad we're safe; me stomach aches wid worryin'!"

At Rome thirty members of the Cycling Club attended a performance of "Capers" at the Alhambra a few nights since. We basked in the smiles of the soubrette, were made fun of by the comedian, and were glared at by the heavy villian, but the climax came when the comedian gave us a verse in his comic song. This was it:

"I've one more verse to sing, there's the rub,
It's very peculiar;
Ah, yes! I'll sing of the bicycle club,
They're *very* peculiar.
There's thousands of riders, not *all* here of course,
You see some to-nignt, they are out in good force.
There's White, Harris, Chapin and Denny, of course
They're *very* peculiar."

BUFFALO.

"ALI BABA."

Buffalo is just on the eve of changing it's beautiful summer green to the brilliant autumn hues, and a ride here in October is quite as enjoyable as in the early summer. A little stiff breeze may be encounted now and then, but what of that? It certainly is invigorating to battle against a head wind. Respiration is increased, good fresh air fills the lungs, and the muscles are developed and hardened.

The Women's Wheel Club have inaugurated two runs each week, one for the evening, the other in the daytime. They will run to Lancaster some time this week. This is their first country run, as a club, although several of the ladies are experts at country riding.

There are already signs of activity in the gymnasinm ot the Buffalo Club, and in a short time many will avail themselves of its privileges. Several of our gymnasts have resolved to do the gym. this winter in a systematic and thorough way—even to the exclusion of parties, to some extent.

The World and other wheel papers unite in pronouncing Buffalo the wheelmen's paradise, both on account of the asphalt streets and parks, and the charming maidens. Heretofore, Washington has been considered to be the best city for wheelmen in the United States, but judging from what we have heard, Buffalo even excels Washington.

Of the racers who were so unfortunate as to take headers, at our late tournament, were Messrs. Brinker and Forbush, of the Buffalo Club. Mr. Brinker is nearly in his usual happy frame of mind, and can smile once more, his face being nearly healed. Mr. Forbush still carries his left arm in a sling, and contrives to eat three square meals, with the aid of a servant to slice his meats and further attend his wishes.

One of the most charming and interesting tours is from Buffalo to Brocton. Messrs. Russell, Daniels and Clark availed themselves of the fine weather last Saturday, and made the above trip. They spent Sunday at Fredonia, which is a place much sought after by a number of our members. The wine cellars at Brocton are famous, and well deserve a visit, while the vineyards, which stretch out for miles, are tempting to the last degree. Judging from reports, the above-named "Three Graces" must have stripped an acre of the luscious fruit. Wheelmen should avail themselves of this most delightful trip.

Our friend, the "Caviler," remarked a short time ago that he was aboard a train, which was actually blown back toward Buffalo, and, moreover, that it required the aid of five locomotives to make an impression against that roaring zephyr. Now I think that the "Caviler" is misinformed, it is rather more likely that five of our "sixteen mile an hour" cyclers overtook that train just in the nick of time, and, with rope attached to their seat springs, triumphantly drew the train to its destination. It is reasonable to suppose that there were frequent stops made—under such conditions it couldn't have been a limited—except in speed.

NEW YORK AND LONG ISLAND NOTES.

"WING FOOT."

To-morrow afternoon at the Queens track the following races will be run for valuable medals: one-mile novice (roadsters); three-mile, Brooklyn Bi. Club, handicap; one-mile rover-type safety, handicap, roadsters; two-mile, handicap, roadsters; one-mile, beats, roadsters, for members of the Cyclists' Union of L. I; consolation race, for starters and now winners. Also a 220 yards run, handicap.

The roads leading to Flushing from L. I. City are very much improved, and it is no longer hard to find a ridable surface east of the Comb House.

Large delegations from all the Metropolitan Clubs are going down to Plainfield to-night to participate in the Plainfield Bicycle Club's lantern parade.

The number of wheelmen at Staten Island last Sunday, was astonishing. The Hudson Counties and their Philadelphia visitors and a few New Yorkers made up a party of fifty-seven at dinner at South Beach, while the Brooklyns had twenty-three men out, and all speak well of the fine roads, weather and scenery.

On some Saturday afternoon in October a party of wheelmen, under quidance and command of Captain Palmer of the Bloomfield Cyclers, will run up to Greenwood Lake. All are welcome, and the more the merrier. Send word to "L. A. C.," 25 Broad street, N. Y. City. Chesnuts will be ripe and the mountains will look their prettiest.

Mr. Powers, of the Riverside Wheelmen, engineered a party of Club mates, accompanied by Mr. and Mrs. Clausett, the latter on her Salvo, down to Coney Island, last Sunday, and had a most enjoyable time. Mr. and Mrs. Clausett have struck some very congenial spirits among the Riversides, and will attend the Plainfield celebration with them.

CHICAGO.

THE "STROLLER."

The Lincoln Cycling Club had their opening Tuesday evening, the 18th inst., and it was a bang-up affair and no mistake. Everybody seemed to enjoy themselves to their utmost, and everybody was there, almost; and what with music, dancing, refreshments, toasts, etc., time fled rapidly. Long may they live and prosper.

How did Davis happen to miss his old friend, "Verax," on that Constitution Committee?

Van Sicklen has arrived from Buffalo. He looks pretty thin; says he lost forty pounds there from that fall.

The Fort Dearborns are still looking for that picture won by their team at Buffalo. What's the matter, Mr. Ducker?

The Illinois boys are busy and making great preparations for their winter amusement in their commodious club house.

MORRIS won the two-mile handicap race at the C. A. A. games Saturday. Morris is a promising flyer and bids fair to make it interesting for some of the boys next year.

THE ladies' nights at the Fort Dearborn club house are becoming very popular every week. Last Thursday night about thirty couples "tripped the light fantastic" until the musicians stopped from exhaustion.

THE Chicago Bicycle Club gave a very successful hop at the Pavilion, Friday eve., the 21st, and it was in the wee small hours before it was over. Much credit is due Mr. Bogue for his management of the same.

THE Fort Dearborn Club have chartered a car to Cincinnati for next Saturday evening, the 29th, and with the aid of the Cincinnati boys will do the town in their own peculiar way Sunday (as "Phœnix" would say).

THE Pastimes, a new club in the northwest quarter of the city, is in a flourishing condition. There are eighty members, and all have uniforms alike. They have a fine club room and are still on the boom. I passed them on a club run Sunday with forty men in line.

CHIEF CONSUL DAVIS has not yet sprung his plans for the good of the Division, but has called a meeting of the Division officers for Sept. 29th, at 8 P. M., when he will undoubtedly unbosom himself. He has also appointed a committee to draft a new Constitution, consisting of Presidents Sloane (of the Illinois Club), Thorne (of the Chicagos) and Randall (of the Fort Dearborns), so I am told. Davis is a worker, and I expect great things of him.

THE *Referee* here is having a fit over the proposed consolidation of the Fort Dearborn and Chicago Clubs, and hints that it is to down the Illinois Club, being jealous of their success; all very nice, but N. G. The Illinois Club is all right, and they need fear nothing if the consolidation goes through. The Dearborn Club has nothing to be jealous of, and have always been on good terms with their hustling West Side neighbors. But there are two clubs on the South Side where there should be only one, and the gain to both clubs by consolidation is too apparent to be denied, and I for one hope to see it brought about, Mr. "Looker On."

NEWS AND COMMENT.

A ROMANCE in fifty words: Scene, Orange (N. J.) mountains; *Dramatis personæ*, F. A. Gillam and Miss Amelia Bedford. Gillam riding bicycle on narrow side path; sudden appearance of strange but pretty young girl; collision and injured girl seemed inevitable; young man turns sharply to the left; consequence, header; insensible; girl calls for assistance, nurses injured man; result, love and marriage; and this is a true story.

EAST HARTFORD Wheel Club races to-morrow, Sept. 29.

OCTOBER 6, the first of the series of match races between Temple and Rowe at Lynn.

THE Boston Club will have its annual picnic run to Charles River next Sunday, Sept. 30.

THE second Temple-Rowe race will be run at Hartford, Oct. 10, and the final, if necessary, at Springfield, the 13th.

ALMOST any pleasant afternoon Pauline Hall, now singing at the Globe Theatre, can be seen wheeling over the roads surrounding Boston.

IN reply to No. 19473, of Springfield, Ill., we would say that W. Windle rides a Columbia Racer and J. F. Midgeley a Springfield Roadster.

WE are sorry to learn that W. Windle has been sent home suffering with a very bad cold. He will rest and recuperate after the hard work of the past few weeks.

WOODSIDE is suffering with pleurisy. He has been at Buffalo since his arrival in the country, but he will be in Lynn to see the first of the series between Temple and Rowe.

WILL Charlie Frazer, "Star" rider, and Prince Wells, trick rider, send their addresses to "Senator" Morgan, care of this office, immediately. A wire might facilitate matters.

THE Warren Club, of Wilmington, Del., will hold its fall meeting at the base ball grounds, that city, Oct. 6th. There will be two one-mile races, and a two-mile bicycle race for the championship of Delaware.

WE are happy to announce that W. A. Rhodes, the professional cyclist, is recovering from his long sickness—rheumatism has been the trouble—but the brawny athlete of other days has been reduced almost to a skeleton.

EVERYBODY out at the Eastern Road Club races was on the lookout for "Caviler," but alas, the promised helmet did not turn up. We regret to learn that Mr. Kerrison, of the *Herald*, has with characteristic perspicacity spotted the identity of "Caviler."

ALL the racing talent of the Kings County (N. Y.) Wheelmen is in training for the club championship handicap, twenty-five miles, which will be run in New Jersey on October 20th. Later on the club century will be run, probably on the Patchogue route.

MR. LLOYD, of the Queens (L. I., N. Y.,) track, is preparing to give a race meeting which will eclipse any of his previous efforts, not only in the value of the prizes but in the number of interesting events. In order to encourage home talent he is going to hold a competition for the championship of Queens village; distance, half mile; prize, handsome gold medal.

THE Cyclists' Union of Long Island is born. As its name implies it is for residents of Long Island only. Its objects are to promote and protect the interests of its members and to improve roads. The management is to be in the hands of an Executive Committee to be elected; the annual meeting to be held on the third week in December. For further particulars address H. E. Raymond, 118 Lafayette avenue, Brooklyn.

A MONSTER chronograph has been made in England for use by the Racing Association of Australia. It will occupy a prominent position over the Judge's stand. Its dial measures thirty inches. It registers minutes, seconds and fifths. The action is start, stop and fly back. A ninety-pound weight furnishes the motive power; the hair spring is cylindrical. It will be operated by electricity, that is the starting and the stopping.

BERT MYERS writes: "I notice you credit W. H. Barber with the one-mile unicycle record of 3.27. In my run of fourteen miles, I made the first mile in 3.34 1-2, from a standing start, and the last mile (flying start) in 3.21. I understand Mr. Barber made his 3.27 with flying start. Can a record be allowed for a flying start mile?" [We answer, no. We should be pleased to hear from Mr. Barber as to whether the time was made from a stand still or with flying start.—ED.]

J. W. HOPELY, of Bucyrus, O., is the owner of a curious machine that savors much of history, and is a relic of the late war. The machine is what was formerly known as a two-wheeled velocipede, but is known as a bicycle. The different parts are constructed of ramrods and gun barrels that were picked up on various battle-fields of the wars. The wood work, felloes of both wheels, etc., are made up so far as possible from the stocks of the guns, and the spokes, some twenty-eight in number, are not much changed from their original shape, and can readily be recognized as ramrods.

WE attended the Eastern Road Club races last Saturday, and we were much astonished on being advised that in the suplementary races for tricycles that the single and tandem were classed alike and allowed to run in the same race wheel for wheel. Had this ruling been made in some remote corner of the country, by those not versed in racing rules, we should have quietly set them right, but when it is done here in Boston, "the home of the cycle," and by men who ought to know better, we can only wonder at the lack of knowledge, where the lack is inexcusable.

THOMAS STEVENS writes us that the second volume of his Tour around the World is out, and that a copy has been sent us. He adds: "I beg leave to point out that the story of the 6000-mile roundabout journey to India from Afghanistan, is new matter, reserved especially for Vol. 2; also much of the Indian and Chinese part of the tour, aggregating nearly 1-3 of the contents of the volume. The itinerary, at the end, will be found interesting. I am not going to sell autograph copies, any more than I am willing to extend the courtesy of the same to wheelmen, without extra charge, till Nov. 1, (22 Irving Place.) After that date must be excused."

WE asked the "Senator" where he first discovered that he had a flyer in Ralph Temple. He replied: "It was at Dublin, Ireland, just after we landed. Temple had time and time again asserted his ability to ride certain distances in certain times, all of which I had received and expressed my disbelief. On the steamer he had stated his opinion that he could 'do' Woodside. Soon after landing, an opportunity occurred and I told Woodside to go for Temple, and so lay him out that we should not hear of his ability to 'do' anything. Temple said he was ready, and so they were sent for a quarter-mile. The Chicago boy won by four lengths!! This did not satisfy me or Woodside, and so a second trial was had next day. Result, Temple won by three lengths, in the splendid time of 34 seconds.

It was then that we discovered what was in the boy. As for Woodside, he acknowledged Temple's superiority from that date."

The first meeting of the Rhode Island Division L. A. W. under the auspices of the new Constitution was held in Providence Saturday evening, Sept. 22d, at the rooms of the Rhode Island Wheelmen, Chief Consul Davol presiding. The report of the Treasurer showed a balance of $11.77, and $28.10 due from Secretary Bassett. It was voted to make the yearly dues $1.50. At a meeting of the Board of Officers, held immediately after the adjournment of the regular meeting, George L. Cooke, of Providence, was elected delegate to the National Board. The committees for the ensuing year will be announced later.

Middlesex writes us as follows; "The 'Caviller' shows good taste in his desire to join the Middlesex Cycle Club. For his edification I would state that 'making up his *mind*' is but a small step toward joining this association. He must be the fortunate possessor of a good character and disposition, vouched for by at least two members of the club, and have enough of the necessary 'root of all evil' to pay his admission fee in advance. Possessed of these indispensable qualifications the committee, ladies and gentlemen of good judgment, use their discretion. We do not guarantee 'free blows' every week, as 'Caviller' so elegantly expresses it, but we do assure him that he will get his money's worth of enjoyment. I would suggest that 'Caviller' send his photograph and a certificate of good character, if possible, to the Secretary with the necessary funds, and he will thus ascertain whether his mind and that of the club agree. As to the 'best girl,' the gentlemen of this club do not regard their lady friends as impediments to be carried about 'volens nolens,' but concede to them equal rights and privileges in the club, even to paying their own expenses, therefore the 'best girl' must speak for herself. By the way, we wheel to Lexington Sept. 30th, why not join us?"

EASTERN ROAD CLUB RACE.

A chapter of accidents spoiled what promised to be a very exciting race. Notwithstanding the rain of the past six days, the roads ridden over by the contestants in the Eastern Road Club race were in excellent condition. At exactly 3.11 the following teams were sent on their way:

Dorchester, Benson, Clarke and McCombie; Chelsea, Woodman, Beazley and McCune; Cambridgeport, Carman, Himeon and Fay.

McCune at once cut out the pace, and led by about 500 yards, while the rest of the racers were content to keep close company. This condition of things obtained until the railroad bridge at Newton Lower Falls was reached, where all had to dismount and foot it past the incompleted bridge. Here Carman took a hand at leading with all the other men right on his backbone. The pace was quickened here, and the men whirled over Great Plains avenue at a great clip. While passing through Needham a big dog ran out and collided with Beazley's wheel, throwing that rider with great force. McCune was riding so close behind Beazley that he could not avoid falling over him. Beazley cut his hand and sprained his wrist badly, while McCune twisted his ankle so badly that he could barely drive his wheel along at all. This accident threw the two Chelsea men out and spoiled their chances of winning. At Newton Center the three Dorchester men, in company with Fay, of the Cambridgeports, were leading in a bunch, with Carman, Woodman and Himeon stringing behind from 200 to 400 yards. The pace slackened here, and it seemed a positive thing for Dorchester. The relative positions of the men was maintained until the turn was made from Hammond street into Beacon street. Here it was that McCombie lost control of his machine, and was thrown heavily to the ground; he struck his head and was rendered unconscious. The other men, Clarke, Benson and Fay, continued on and made a very fine finish. They crossed the line in that order and within twenty feet of each other, with Carman a good fourth. Woodman came along next, and then Himeon. This tied the score as between Dorchester and Cambridgeport, with 17 points each. The time of the first man in, Clarke, was 1.36 1-4.

In the meantime assistance had been sent to aid McCombie, and Dr. Emery, who was in attendance as referee, pronounced it a case of concussion of the brain. The injured man was taken to the city hospital as soon as possible, and at this writing (Monday afternoon) he has not regained consciousness, and the physicians report his condition as very dangerous.

A short time after the cyclists were started, the supplementary race for tricycles was started. A. S. Hill and M. S. Thomas rode singles, and "Bailey Bros.," of Cambridge, and Dave Drummond and Berlo rode tandems. The Baileys cut the pace for quite a distance and then Hill took a turn, as he was leading and not familiar with the course he lost his way. He soon found out his mistake and after some hard riding he caught the tandemers again. They came home in this order, and on the spurt home the Baileys got it easily; Hill, second; the Berlo team, third; and Thomas nowhere. Time for the winner, 1h. 7 1-2m.; distance, about twelve miles.

The referee will decide this week what shall be done in the case of the tie between Dorchester and Cambridgeport.

Later—At the moment of going to press we learn that the condition of McCombie has changed slightly for the better. He is not out of danger yet.

PROVIDENCE.

An ideal day for racing, but a heavy track. A little delay in placing officials, and the races were started at 3.10 with the

One-mile State championship—The starters were W. A. M. Scott, B. T. Bruce, G. P. Hutchins, and Wm. Van Wagoner. Before reaching the quarter pole Scott cut out the pace and won as he pleased, with Hutchins a poor second, Van Wagoner third, and Bruce almost distanced.

One-mile tricycle handicap—Had R. H. Davis (scratch), P. J. Berlo (15 yards) and C. H. Weld (50 yards) for starters. Davis was protested because he rode a racing wheel, the protest was sustained. Berlo, at 15 yards, with Weld, at 50 yards, were the only starters. An uninteresting race. Berlo was clearly over-handicapped. Weld won. Time, 3.20.

Three-mile handicap—Had R. H. Davis (scratch), P. J. Berlo (40 yards), J. P. Clarke (50 yards), A. W. Porter (60 yards). Porter led at a good clip. Clarke on the third quarter dismounted, as something was the matter with his machine, but he went on after the other men got a good lead. Davis also had trouble with his wheel and dropped out. Porter gained on his handicap, and won by 500 yards. The race for second was good, Clarke getting it by half a wheel; Berlo third.

One-mile safety—Brought out R. H. Davis, W. A. M. Scott, Wm. Van Wagoner. A fine race all the way round. On entering the home run Davis led, and held that position to the finish, notwithstanding Van Wagoner tried hard to get the lead. Scott finished last. He protested against Van Wagoner for fouling, but it was not allowed. Time, 3.04 2-5.

One-mile boys', sixteen years and under—Was won by A. W. Porter, in the 3.24 1-5; A. W. Hutchins, second.

One-mile handicap—Very good handicapping. Wm. Martin, 175 yards (limit), cut out the pace, and held his lead to the home stretch. Then J. P. Clarke, 25 yards, rushed up and won, hands off; C. H. Weld, 30 yards, second; and Martin, 175 yards, third. Hutchins took a header on the home stretch. Time, 2.57 4-5.

One-mile tandem tricycles brought out E. S. Dayton and G. A. French, G. P. Hutchins and W. A. M. Scott, P. J. Berlo and J. P. Clarke. All bunched and riding easy to last quarter, then Berlo and Clarke cut loose and won easily. The race for second was sharp and was won by Hutchins and Scott. Time, 3.12 2-5.

One-mile novice, brought out a field of nine and it was won by R. E. Philips who took the lead at start and kept it, L. J. Berlo second and A. W. Hutchins third. Time, 3.16 2-5.

Two-mile handicap, safety R. H. Davis, scratch; W. A. M. Scott, 50 yards; P. J. Berlo, 25 yards. A first class race between Scott and Davis. On coming down the home stretch for the finish, neck and neck, Scott's pedal came loose and he had to stop pedalling. Berlo dropped out. Time, 6.41 2-5.

One-mile team race, Rhode Island Wheelmen, Providence; B. T. Bruce, E. R. Philips, G. P. Hutchins. Bristol County Wheelmen, Warren; R. Childs, Wm. Martin, Arthur Barrus. This proved a walk over for the Rhode Island team as they finished 1, 2, 3, and the Bristol Club men distanced. Bruce rode the race in great shape and finished first a large way ahead of his mates.

The wheelmen all returned to town to see W. Van Wagoner climb College Hill for record. He took the record, climbing the steep grade ten times without a dismount. Five times is best previous record. The grades are for 265 feet, 14 feet rise in 100 feet. The next 328 feet, 12.60 rise in 100. The last 327 feet, 10 feet rise in 100.

The lantern parade brought out two-hundred wheelmen and the display was very beautiful. After this the Club House of the Rhode Island Wheelmen was crowded with the club men and visiting wheelmen and hot coffee, lemonade, sandwiches and cream were served to the always hungry wheelmen. Taken all in all the Rhode Island Wheelmen are to be congratulated on the success of their meet.

MR. PATTEN CLAIMS THE CHAPIONSHIP OF MAINE.

Editor Bicycling World: I send you to-day a copy of St. John Telegraph containing an account of a one-mile and two-mile bicycle race. I won the one-mile and now claim the record for Maine 3.07 1-8 and one-mile championship of Maine and the Maritime Provinces. R. Patten.

Skowhegan, September 18, 1888.

A Letter That Needs No Comment.

DETROIT, Mich., Aug. 21, 1888.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen—I have just returned from Michigan's L. A. W. Division Meet, and I trust the comparison I am about to make will be of interest to you. At the meet in 1887 there were 60 wheels, and only one of them was a Champion, and that was looked upon as rather a curiosity. This year at Grand Rapids nearly all makes of high grade wheels were there, but out of 112 wheels in the parade, there were **34** American Champions—an increase from 1-60 to about 1-3.

I can **PROVE** that there have been more American Champions sold in Michigan this year than any other **TWO** makes of high grade wheels. They have given good satisfaction, and I expect twice as many wheels will be sold next year. The Champion is used by the best riders too. Three out of five races at St. Johns were won on Champions. A $250 Marlboro Club Tandem has been discarded for a Challenge Tandem, and found to be decidedly the best.

Yours truly, C. H. SMITH.

ALL CRANK RECORDS PULVERIZED

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AMERICAN RAMBLER

taken out of stock.

EAGLE ROCK CLIMBED NINE TIMES Thursday afternoon, August 23d. Start was made at 4 P. M. and finished at 6.25 P. M., when darkness interfered. This is a two minute average per trip faster than Shurman's professional record on a lever machine.

The following gentlemen witnessed and will vouch for the performance: E. R. Collins, Westfield, N. J.; Henry Walters, 246 New York ave., Jersey City, N. J.; Geo. J. Pforr, 64 Washington st., Chicago; Herman Kneised, 97 Webster st., Jersey City, N. J.; S. C. Wells, 365 Broad st., Newark, N. J.; Howard A. Smith, Oraton Hall, Newark, N. J.

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Club and Racing Associations,

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THE INTERNATIONAL TEAM OF CYCLISTS,

Under the management of "Senator" Morgan, has arrived in this country, and will be open to engagements during the Fall months. The team consists of the fastest riders of America, England and France. Write for terms, which will practically guarantee the club against financial responsibility, and at the same time insure good racing and good gate. Do not delay, as it will be "first come first served." Address, for further particulars,

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Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

RECORDS.

Hartford, Sept. 14th, R. H. DAVIS, in the Safety Handicap, won from Scratch, in 2m. 46 sec., on

A Swift Safety.

This is the I mile Amateur Safety Record for America.

On the same day Messrs. CRIST and DAVIS established

A WORLD'S RECORD,

On the Swift Safety Tandem, riding a mile without pacemakers, in 2m. 44 1-4 sec.

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INCER CYCLES

Extract of Letter from W. S. Doane, now on his way from Denver to Boston, (Dated August 25.)

"I can fully agree with you regarding the Apollo, and would say that I have thorough confidence in the wheel, and that is saying a great deal more than I could about the ——. I think without any doubt that the Apollo is the finest, easiest-running and strongest wheel I ever rode, and I only hope that I shall always be able to ride one, as up to the present date there is no wheel in the market that suits me better, and I can tell you I have ridden very, very hard for the last week, hard enough to tear any ordinary wheel to pieces."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application.

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Correspondence invited.

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THE POUGHKEEPSIE TOURNAMENT.

(Special.)

THE train which carried your "special" into the classical town of "Po Kipsie"—as the natives put it for short—also carried with it several racing men of renown, among them being W. A. Rowe, W. F. Knapp, "Senator" Morgan and W. E. Crist. The latter gentleman is known as an amateur of ability and long standing in the cycling turf, and informed your correspondent that he had just won the championship of America at the annual meeting of the A. A. A. A., at Detroit, and that he rode under exceptional circumstances, inasmuch that he rode with a borrowed outfit of racer and costume, the latter fitting him too quick. "Gene" won by six inches, but I failed to recognize who the "fliers" were that he defeated. I don't think Windle was there. This reminds me to say that this same "Gene" showed a glimpse of his old Springfield form at the Poughkeepsie meeting. Wilbur F., or "Dutch" Knapp—as his friends love to call him—had just returned from a tour of inspection, undertaken for the purpose of locating a portion of his numerous family in Lynn, and the sight of "Dutch" promenading the streets ot Lynn, with grip in each hand, enquiring at the street corners for loved ones he had left behind during his European adventures, and whose exact location he had forgotten, brought tears even to "Doctor" Wilder's *(Item)* eyes, and the hardened crowd of Lynn sports. "Where do I live now?" was "Dutch's" query to S. S. Merrill, whom he met up Glenmere way.

Horace Crocker, like the dutiful son he is, had run home from Hartford to see his widowed mother, and with "Bob" Neilson reached Poughkeepsie Wednesday.

This little town on the river does not impress your average cyclist favorably, with its rough, cobblestone streets, with grades which would compare favorably with Mount Washington or Corey Hill. The "good" streets during my visit had a coating of black mud, which put me in mind of some New Orleans streets in the rainy season.

The Poughkeepsie cyclist should be awarded the laurel wreath for enthusiasm under difficulties, and if there is a club room in the world of its size that can beat the rooms of the Poughkeepsie Bicycle Club I want to hear from them. I gave the "rooms" exactly five minutes by my Waterbury, and in that time the Oriental splendor of the club's headquarter impressed me much. Sublime effects brought about by the upholsterer's art and the solid, artistic points of everything make the rooms look worth every penny of the ten thousand dollars it is stated was paid for furnishings.

I reached the grounds of the Hudson Driving Park, where the races were to be held, and when I arrived I remarked, "boys, somebody will drop some money here." The grounds are too far from town, and no means of getting there, other by hacks or walk. The affair had a Jonah look from the start, and when the less than 500 people assembled the first day my fears were fully realized, and Brother Ducker looked solemn. None but enthusiasts of the first water (with no experience) should be caught indulging in such a costly snap as the experienced Ducker was caught in to the tune of five hundred at Poughkeepsie. The amateur entries were poor in the extreme, and the chill of Buffalo seemed to pervade all, but the "pros.," to their credit be it said, rode as if thousands depended on the result, knowing there was not a cent in it for them, and they would be out their expenses. "You bet they will never catch me in Poughkeepsie again," was Manager Ducker's comment.

The mile trotting track could give Buffalo track a big start and a beating. The fastest times, of course, were made by the professionals, and Rowe's 2.41 for the mile, with one side of the track rather rough and a stiff wind, and the tandem mile, 2 49 (record for America), by Crocker and Neilson, were good riding.

FIRST DAY—SEPT. 21.

One-mile novice—H. D. Betts, Poughkeepsie, first; E. T. Van Benschoten, second. A fairly good race, won by a few yards. Time, 3.16.

One-mile club handicap—John Van Benschoten, first; Theo Roberts, second. A splendid finish, the Van winning by a nose. Time, 2.57.

One-mile professional handicap—R. A Neilson, 50 yards, first; H. G. Crocker, 20 yards, second. Also started—Rowe, scratch, and Knapp, 30 yards. A good race, "Bobby" winning by a neck all out; Crocker second by a yard. Time, 2.46.

Five-mile amateur (open)—W. I. Wilhelm, Reading, Pa., first; Ludwig Forster, Hartford, second; W. E. Crist, Washington, third. In this race the Reading man showed wonderful finishing powers, fairly leaving Crist, who seemed tired after his long journey from Detroit, and the "Bavarian," Ludwig, took second by twenty yards. Time, 16.29 1-4.

Three-mile professional handicap—W. F. Knapp, fifty yards, first; H. G. Crocker, 30 yards, second. Also started—Rowe, scratch, and Neilson, 150 yards. A splendid race, Neilson holding his own til l half a mile from home, when the "Dutch" went up to him, and a brilliant finish resulted as above. Time, 9.20.

One-mile amateur (open)—W. I. Wilhelm, first; W. E. Crist, second. Crist seemed to improve this trip, and pushed the Keystone State man to the wire, beating "Ludwig." Time, 2.56.

One-mile professional tandem—Neilson and Crocker, first; Eck and Knapp, second. The latter pair started on a roadster tandem which rattled like a tool wagon. An accident to the winners' racing tandem was the cause of slow time, which was 3.15.

Two-mile amateur, 6.20 class—Ludwig Forster, first, easily; John Van Benschoten, second. Time, 7.23. The above indicates a weakness in the class rules. Forster is capable of 2.50 or thereabouts, but of course his entry was sent in before his Hartford appearance, still I fancy there ought to be something to cover the case.

One-mile professional scratch—W. A. Rowe, first; H. G. Crocker, second. Also started—Knapp and Neilson, but the effects of the night on the Fall River boat began to tell on "Dutch," who rolled in, with his tongne out, a bad third. Time, 2.41.

One-mile Dutchess County—John Van Benschoten, first; Theo Roberts, second. The Van rode well. Roberts rode gallantly, and was only beaten by a foot. Time, 3.00, dead.

THE SECOND DAY, SEPT. 22,

opened with Ducker's anxious eyes on the box office, and the professionals counting the "crowd," as they straggled in like survivors of a battle into a friendly city. Eck twirled his silver grey moustache, Rowe figured up his expenses, and Knapp telegraphed his bankers for money to proceed to Jonahville, where the next "gate" meeting was to be held.

The air on this Saturday seemed blue, and everybody looked blue, and several amateurs wanted "orders" for their prizes, "having to catch an early train."

The first race was called to a tune by the band, who were almost the sole occupants of the grand stand, entitled "A-hunting we will go." Well, thought I, we may all go hunting in that wood yonder, as it seems a pity to waste muscle and perspiration here. This reminds me of a little incident which happened while John S. Prince's (at that period champion of the earth) destinies and fortunes were entrusted to my care. I had made arrangements for Jack to break the then existing quarter-mile record over the shell road at the West End, New Orleans. The arrangements were left in the good care of the New Orleans cyclists. Prince had conceded me ten yards' start in the distance, and the first heat (of two) had been run and fifteen minutes' rest took place. At the expiration of the time I proceeded to my mark and the officials were ready, when the cry arose, "Where's Prince?" No one knew; his dressing-room was searched, and a party searched the island, and at last spied a man in racing costume laying on his stomach, intently fishing, and muttering, "I've got you now," was heard, as Jack pulled out a small "shiner" that he had been coaxing for a half hour, while an expectant public waited for a race. He had forgotten all about the race, but he broke the record of 41 seconds, doing 39, and the Orleans boys laughed over the incident' and well they might.

Well, pardon my digression.

The first race was the team race, which did not take place, as the usual kicking over ceatain starters resulted, and while the officials were telegraphing to the government for instructions, the professionals stepped out on the track to the tune of "We are coming, gentle Annie." Knapp's fine form was much admired by the two solitary Vassar girls, who occupied the "box" devoted to political fair orators, and who smiled at the grey and pink colors "Dutch" wore in their honor.

Two-mile professional handicap—W. F. Knapp, first; W. A. Rowe, second. Also started—Neilson, 100 yards; Morgan, 150; Crocker, 50. A good race, Neilson and Morgan claiming Knapp rode them wide on the last corner, which is sixty feet wide. Time, 6.01 3-4.

The team race by special sanction now took place. Crist was "barred out," and Wilhelm, of Reading, Pa., Club, won; John Von Benschoten coming in second. Three starters; distance, one mile. Time, 2.51 1-4.

One-mile amateur, 3.20 class—Ludwig Forster, second; John Von Benschoten, first. This race was remarkable for the peculiar tactics adopted by the Bavarian from Hartford, who seemed to court attention from his worship, the L. A. W. I would give the young man a little free advice, and that is "shake" the society of that dark young man from Hartford. Time, 3.15.

One-mile professional tandem handicap—Crocker and Neilson, scratch, first; Eck and Knapp, 200 yards, second. Eck acted like an unbroken trotter in this race; he could not keep his feet on the rubber pedals of the roadster. they skimmed the air every now and then. The time for the scratch men was good, 2 49.

One-mile amateur, 3.00 class—John Van Benschoten, first; Ludwig Forster, second. Time, 3.17 1-4.

Half-mile professional scratch—H. G. Crocker, first; W. F. Knapp, second. Also started—R. Neilson. A good turn of speed, track and wind being against a very fast half which Crocker was after. Time, 1.19 3-4.

Five-mile amateur, 16 minute class—W. E. Crist, first; Ludwig Forster, second. A slow race devoid of interest. Time, 18.28 3-4.

Three-mile professional scratch—W. A. Rowe, first; H. G. Crocker, second. Also started—W. F. Knapp and W. J. Morgan. A very interesting finish, Rowe winning by barely a yard. Time, 9.31 1-2.

One-mile amateur open—W. E. Crist, first; W. I. Wilhelm, second. A rattling finish, "Gene" Crist showing improved form. Time, 6.00 1-2.

Amateur consolation.

Final event—Scrambling for prizes and hurrying out of town.

"SENATOR."

NEW JERSEY DIVISION MEET.

THE seventh annual meet of the New Jersey Division, L. A. W., held in this city and Orange on Friday and Saturday of last week, is pretty generally conceded to have been one of the most successful ever managed by the division.

The visitors began to show up at the Continental Hotel in this city and at the League Hotel in Orange at an early hour on Thursday night, and at three o'clock on Friday when the races were billed for the Roseville track, nearly three-hundred wheelmen and wheelwomen were inside the gates. In the morning the most of the visitors had indulged in quiet spins around the Oranges.

The track was in very bad condition, the heavy rain having washed a portion of the track making it heavy.

The races were started about 3.30, and resulted as follows:

One-mile bicycle championship—eight starters; won by S. B. Bowman in 3.30 2-5 with E. P. Baggot second, 3.31 and C. E. Kluge third. The first lap was a waiting race to the close, when Bowman spurted and kept the lead to the close, closely pressed by Baggot. Kluge gained third place by hard work.

One-mile bicycle, handicap, championship, Pasaic County Wheeling and Athletic Association—five starters; Robert H. Blake, scratch; W. E. Shuit, scratch; B. F. Spencer, 50 yards; Fred Butterworth, 80 yards; Chas. Finch, 90 yards. Won by Shuit in 3.49, with Finch second, 4.03, and Spencer third. The race was a walk over for Shuit.

One-mile tandem bicycle handicap—A novelty here. L. A. Hill and E. I. Halstead on a racing machine, scratch, and L. H. Johnson and W. H. Caldwell on a roadster, 50 yards. It was a "roadster track," and so the Johnson-Caldwell combination won in 4.01 1-5 by half a lap.

One-mile Elizabeth Wheelmen championship—Won by W. H. Caldwell, in 3.36; L. B. Bonnett, second; A. T. Downes, a bad third. An excellent race between Bonnett and Caldwell.

One-mile handicap Orange Wanderers—Won by A. T. Dodd, 125 yards; F. Brodesser, 175 yards, second; C. A. Lindsley, 150 yards, third. The finish between Dodd and Brodesser was very good, but some of the handicapping was poor. Time, 3.48 4-5.

Two-mile State championship—A poor start caused by the decided foul riding of H. W. Peck was made. This was a race from the start between F. N. Burgess and E. P. Baggott. Burgess proved to be the better man, however, and finished both the first and second miles in the lead, after a hard fight. His time was 7.40 3-5. H. W. Peck was third.

One-mile handicap, Hudson County Wheelmen—C. E. Kluge, scratch; S. B. Bowman, 35 yards; F. J. Gubleman, 75 yards; J. E. Day, 135 yards; W. G. Wilson, 150 yards. Won by Bowman, in 3.30 2-5; Gubleman, second, 3.32 2-5. The handicap in this was too heavy for Kluge, and he stood no show.

One-third-mile—This was a brilliant race, and was "hammer and tongs" from the word go. C. I. Halsted won in 59 4-5 sec., with W. H. Caldwell a very close second, and W. F. Pendleton third.

One-mile Plainfield Club championship—Only two starters, M. S. Ackerman and F. B. Van Buren. Ackerman won in 3.58 4-5.

One-mile consolation—Three starters, F. N. Burgess, A. A. Zimmerman, J. Grant Cramer. Won by Burgess in 4.06 1-5, with Zimmerman second, in 4.01 1-5. Cramer dropped out at the end of the second lap.

One-mile tandem tricycle—Two teams: C. E. Kluge and L. H. Johnson, and W. H. Caldwell and S. B. Bowman. Won by the latter team in 5.13 1-5. This will stand as the funniest track race on record, the track having become so bad that the men had to *get off and walk*, as one spot was too soft to be ridden. In the last lap Kluge dismounted too quickly, causing Johnson, his mate, to take a roll in the mud. Every one was convulsed with laughter. This finished the sport.

The lantern parade was held on Friday evening, and was participated in by about 250 wheelmen. As usual the exhibition called out a big crowd of spectators, and the "illuminators" were frequently cheered.

After the parade a Smoker was held at the club rooms of the Orange Wanderers, and it was a fitting termination to the day's sport.

The hill-climbing contest took place on Eagle Rock, Saturday, and the surface was in very good condition. Seven starters: J. V. L. Pierson, 52-inch Light Columbia; C. L. Leisen, 45-inch Star; Everett Townsend, 53-inch Columbia Roadster; Frank Brock, 42-inch Pony Star; J. R. Sutterly, 51-inch Expert Columbia; Fred Coningsby, Victor Safety; Edgar J. Decker, 50-inch Springfield Roadster. The start was made at 4 05, Pierson getting the first push-off; the rest were started at intervals of three minutes in the order named. The first prize was won by Fred Coningsby in the very fast time of 7m. 43s.; Leisen came in second in 8m. 17s.; and Decker third in 9m. 15s. All the others fell before the finish.

For the success of this meet and all connected therewith the credit belongs to the live Orange Wanderers, who had the entire management of the affair from beginning to end.

WELLS FAILS ON MURDER LANE HILL.

A SPECIAL from our correspondent, "Duquesne," dated Pittsburg, Sept. 24. states that John A. Wells, mounted on an American Rambler geared to 48 inches, with cranks, 7 1-4 inches, attempted to ride up Murder Lane Hill. He also tried twice to do up Sycamore St. He failed on both hills to climb as far as had been accomplished by local wheelmen.

RECORDS IN ENGLAND.

AUGUST 31, at Long Eaton, H. Sansom, tricycle, quarter-mile, 39 4-5; half-mile, 1.17 3-5. Best previous was 40 3-5 and 1.22 3-5.

On same day H E. Laurie, a seventeen-years-old boy, went for the safety hour records from 2 to 21 miles as follows:

	PREVIOUS RECORD.	LAURIE'S TIME.
	M. S.	M. S.
1	2 37 4-5	2 . 41 2-5
2	5 37	5 31 3-5
3	8 27	8 20 2-5
4	11 47	11 8 3-5
5	14 46 1-5	13 58 4-5
6	17 48 2-5	16 48 3-5
7	20 51	19 42 2-5
8	23 53	22 32 1-5
9	26 54 2-5	25 21 1-5
10	29 55 2-5	28 13 1-5
11	32 52	31 4 1-5
12	35 54	33 59 1-5
13	38 55	36 52 4-5
14	41 51 2-5	39 49
15	44 55	42 42 2-5
16	47 53 2-5	45 37 2-7
17	50 48	48 28 2-5
18	53 44	51 25 1-5
19	56 39	54 10
20	59 27	56 58 2-5
21	— —	59 41 4-5

Since then Laurie tried for the mile record on a safety, and he cut it to the following tune:

	LAURIE'S TIME.	PREVIOUS RECORD.
	M. S.	M. S.
Quarter-mile	0 39 3-5	0 40 2-5
Half-mile	1 17 1-5	1 22
Three-quarters of a mile	1 56	2 03
Mile	2 36 3-5	2 37 4-5

OXBORROW AND ROBB HAVE A GO AT RECORDS.

Oxborrow, Sept. 11, cut the following records, riding a Rudge bicycle:

MLS.	H. M. S.	MLS.	H. M. S.
22	*1 03 54 4-5	27	†1 19 27 3-5
23	*1 06 59	28	†1 22 37
24	*1 10 07 3-5	29	†1 25 40 2-5
25	*1 13 16 1-5	30	†1 28 29
26	*1 16 23		

* Safety records. † Ordinary records.

At the conclusion of the above, A. H. Robb, on a "Rudge" ordinary, paced by Howell, Vale, etc., started for the mile English professional record (Howell's), which he accomplished in 2m. 33 4-5s.

MR. COREY TO "SENATOR" MORGAN.

Editor Bicycling World: Replying to the question of my esteemed friend, Morgan, in your last issue, I beg to say that the paper signed by me as Judge was after the races were over, and moreover, was simply intended for the future guidance of racing men. It had nothing to do with judging the close finishes during which I was not on duty. Now "let us have peace." H. D. Corey.

Boston, Sept. 24, 1888.

MR. BLAKE ON THE CONSTITUTION AND ITS OBJECTORS.

Editor Bicycling World: I take a good deal of interest in the arguments for and against the new Constitution of the L. A. W., which have been given so much space lately in the columns of the cycling press, but until now have refrained from shoving my oar into the maelstrom of opinion which has been swirling about us ever since the Baltimore meeting.

Personally, I think there are weak spots in the new Constitution, but I fear that the opposition to it will never amount to anything, unless the leaders do more than indulge in length jeremiads (*in print*) against it. No well-conducted Indian would enjoy being dubbed "Big-Chief-who-uses-ink," for the reason that his fellows would be only too prone to add to that designation "and-never-does-anything-else." I fear that Mr. Shriver will have that unpleasant appendix to his well-earned title conferred upon him very shortly by the occupants of the L. A. W. wigwam.

The reason is perfectly plain. At the general meeting of the New York State Division in Buffalo, when the Chairman called for remarks on the question of the adoption of the new Constitution by the Division, instead of a grand onslaught by the opposition with Mr. Shriver at their head, there was simply silence, the ordinary every-day silence of commerce. Why was this thus? Truth compels me to state that the G. O. M. of the opposition was not there!! Our modern Moses was not present to lead us out of our wilderness of doubt and apprehension, not by by a long chalk—a chalk nearly 450 miles long.

All audiences appreciate a plucky loser, and here was a chance for the unterrified opposition to ventilate their opinions in open debate, but sad to relate they had vanished like snow in sunshine. Now, Mr. Editor, I object, and I imagine others do, to playing snow to some other fellow's sunshine, and until the opposition get some leaders with more nerve than the present ones possess, the new Constitution is good enough for

John Reginald Blake,
New York, Sept. 22, 1888. L. A. W. 17,899.

HORSE VS. BICYCLE IN NEW MEXICO.

The recent contest between horse and bicycle over the country road between Silver City and Deming, N. M., excites more than passing notice, as the time made by the horse, viz., 3h. 47m., is to my belief the best on record for the distance, 50 miles. [We have no data to prove our correspondent is correct, we find, however, that the best *trotting* record for one horse is 3.55.40 1-2, by Ariel, in 1846. The best 50 miles with ten horses is 1.50.03 1-2, at San Bernardino, Cal., July 7, 1883.—Ed.] Further, that the bicycle and rider should be defeated over a distance granted to be its best for fast time, was a surprise to those not acquainted with the roads and other general conditions. With these conditions it is my present purpose to better acquaint the public. Silver City is 48 miles by railroad from Deming, and 1500 feet higher above the sea. The stage road is called 50 miles, and is probably all of that.

This road both parties were to use, being, however, allowed to make such "cut offs" as they chose, always "returning to the old stage road;" how this was interpreted by the horsemen, will be seen later on.

Leaving the main streets of Silver City the road, here hard but rough, descends rapidly into the canyon past the quartz mills, where there is a very steep, rocky hill. From here for about seven miles the road follows the line of the railroad, crossing over and under it once or twice. This stretch, which is all down grade, and in parts hard and smooth, is cut up by the windings of the stream (now dry) so that a dismount, or at least slowing up, was necessary to the wheelman. After crossing the railroad the road turns to the north and strikes into the rolling hills, its surface nowhere more than fair riding, and frequently cut by patches of sand and stretches of loose stones. The hills, after the ascent from the railroad, which is three-quarters of a mile long and in parts unrideable, are caused by "draws," or gulches, cutting across the table land, and are of course unavoidable. The first two are rideable but rough, the next two and particularly the last are not. This last "draw," which comes down from Lone Mountain, is about half a mile wide, with steep, rocky sides, down which the track (for a road it is not) turns in a zigzag, making riding on a wheel extremely dangerous downwards, and impossible upwards.

From the top of this last draw the table land (Mesa) slopes gradually, and the road is fair, though with stony patches all the way to Apache Taju, a ranch about five miles distant. From here to Hudson's, nine miles. the country is mainly level or sloping gently towards Deming. and the road, according to the nature of the ground, is either hard and smooth or dusty. Here also are many rocky patches. Hudson's is half way, 25 miles. From here to Deming the prairie slopes very slightly towards Deming, and the soil becomes gradually sandier all the way. To the Mimbers River, five miles, the surface was fair, but from here in the sand had been cut and loosened by much traffic until the wheel had from two to five inches of sand to plough through. From one to two miles of this riding is impossible. This is the present condition of the road. Three weeks ago this stretch from Hudson's to the five-mile ranch (ie. 20 miles) was hard and firm from recent rains, and fast time could have been made on it.

The race was started from the Timmer House in Silver City, at 6 30 A. M., Thursday, Sept. 13th, the wheel turning to the south down the main street, the horse and escort to the right (N) over a hill, thus cutting off half a mile.

The horse did not return to the stage road, but followed the old government trail to within four miles of Hudsons; but the escort waited for the wheelman in the canyon and galloped in front of him all the way to the hills, causing a cloud of dust to fly in the rider's face rendering vision and breathing difficult. This foul play on their part was premeditated as the wheelmen had been warned that this would be done, and on this account a rider on horseback accompanied the wheel the entire distance and protested the race on above grounds.

The wheelman rode superbly, climbing and coasting the hill in a style which seemed impossible, as added to the wretchedness of the road a strong head wind had sprung up which increased all day.

His time to Apache Taju was 1h. 10m. and to Hudsons 1h. 55m., the horse arriving at the same time. Here both stopped long enough for the riders to drink and eat a bite and then both started again. At the Mimbers River, 5 miles out, the horse drew away and was not again seen, making the 25 miles in 1h. and 42 min. and the last 18 miles in an hour.

The wheelman seeing that further efforts against the sand and wind combined, were useless, rode on easily and arrived at Deming in 4h. 43m. Such was the race.

The horses were said to be in good condition at the end, and bets were freely offered that either horse could make the distance in 3 1-2 hours. I should have stated that a second horse made the entire distance coming in 1min. after the 1st.

The amount at stake was 250 head of cattle a side, equal to about $2500 and many side bets besides.

The bicycle, a 53 Columbia Light Roadster, was ridden by N. G. Kennedy of Denver.

The horses are both natives of New Mexico, of Spanish extraction, both pony horses, ie., about 15 hands, one a bay called the "Ratler" the other a calico called the "Pinto."

The Gormully & Jeffery Mfg. Co. have recently been making large shipments of bicycles to Japan. The Japanese are of a small stature and of light weight, so that the American Ideal bicycles, which in this country are used only by youths, are very popular in Yokohama and other Japanese cities among adults, and amply strong to do the work. The Ideal is fast crowding out English machines in that most progressive of the far Eastern countries, on account of its strong and thorough construction and very reasonable price.

The success of the Victors in road races seems to continue in unbroken monotony. Clarke, the first man in in the Eastern Road Club race rode a Victor.

Correction—The world's record for one mile on safety tandems was made at Hartford on a "Swift Tandem," by Messrs. Crist and Davis, and *not* on Premier, as is erroneously going the round of the papers. Messrs. Crist and Davis rode an ordinary roadster "Swift Tandem," aud made their record without pacemakers of any kind.

Mr. J. P. Hall, of Albany, Oregon, leftthat place Aug. 5, for a 400 mile trip through Southern Oregon to Coos Bay and return. He crossed the Coast Range Mountains twice and travelled for 150 miles over a rough mountain trail, a road on which had never been ridden a bicycle. He was several times warned not to do it, the road being considered utterly impassible to bicycle travel. He perservered, riding most of the way and walking the balance, and therefore deserves the credit of having ridden over nerrly 150 miles of the roughest of rough Oregon roads. The machine ridden was a 52-inch 1888 pattern Columbia Light Roadster, which stood the test of the trip with the utmost impunity.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - - - Room 27.

ABBOT BASSETT, Secretary.

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W. M. BREWSTER,
309 Olive Street, St. Louis. Mo.

THE third and last quarter of the League year begins October 1st. Applicants will be required to send but $1.25 for initiation fees and dues on and after that date until April 30, 1889.

THE *Bicycling News* is not pleased with the reinstatement of Hendee, for it holds the English idea of, "once a professional, always a professional." The League has long since left this relic of barbarism behind, and a man who commits an act of professionalism with us has not committed an unpardonable sin. When reform and true repentance is shown, America is willing to forgive and reinstate. In this we are ahead of England.

NOW that there is a lull in the storm of criticism that has been raging upon and about the Constitution of the League, we have a word to say to those who think they can improve the document by advice or suggestion. Let any and all such, communicate with Dr. Wm. H. Emery, Chairman of the Committee on Rules and Regulations, 1177 Tremont st., Boston, and lay before him what they may consider to be the faults of the document, be it of commission or omission. We promise a respectful hearing and careful consideration of any communication that is sent in. No officer of the League has prejudices in favor of the present Constitution that will blind his eyes to any improvement.

STATE OFFICERS.

Below we give the Post Office address of each Chief Consul and Secretary-Treasurer by States. This will be of convenience to those who wish to communicate with these officers:

CALIFORNIA—Chief Consul, Edwin Mohrig, 112 Golden Gate avenue, San Francisco. Secretary-Treasurer, Alex. S. Ireland, Bank of British North America, San Francisco.

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CONNECTICUT — Chief Consul, C. E. Larom, 386 State street, New Haven. Secretary-Treasurer, E. A. De Blois, Weathersfield.

DELAWARE—Chief Consul, S. W. Merrihew, 906 Jackson street, Wilmington.

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ILLINOIS—Chief Consul, W. A. Davis, 340 South Leavitt street, Chicago. Secretary-Treasurer, Thomas T. Sheridan, 1411 North Fourth street, Springfield.

INDIANA—Chief Consul, J. Fred Probst, Terre Haute. Secretary-Treasurer, A. N. Smith, Terre Haute.

IOWA—Chief Consul, R. L. Thompson, Muscatine. Secretary-Treasurer, H. B. Cropper, Cedar Falls.

KANSAS—Chief Consul, W. C. Bradley, Ottawa. Secretary-Treasurer, Otto H. Wulfekuhler, Leavenworth.

KENTUCKY—Chief Consul, E. H. Croninger, 110 East Ninth street, Covington. Secretary-Treasurer, Al M. Watcher, Martin and Greenup streets, Covington.

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MINNESOTA—Chief Consul, T. M. Slosson, Box 380, Minneapolis. Secretary-Treasurer, A. W. Laird, Winona.

MISSOURI—Chief Consul, W. M. Brewster, 309 Olive street, St. Louis. Secretary-Treasurer, J. A. Lewis, Continental Bank, St. Louis.

NEW HAMPSHIRE—Chief Consul, H. M. Bennett, Manchester. Secretary-Treasurer, George F. Hill, Great Falls.

NEBRASKA—Not elected.

NEW JERSEY—Chief Consul, Dr. J. H. Cooley, Plainfield. Secretary-Treasurer, Robinson Pound, Plainfield.

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WEST VIRGINGA—Chief Consul, H. P. Wilkinson, Wheeling.

WISCONSIN—Chief Consul, Jay A. Hinman, Oshkosh. Secretary-Treasurer, J. H. Bloedel, Sheboygan.

Iowa Division.

According to the new constitution and By-laws of this Division, all Local Consuls terms of office expire on September 1st, and as I desire to appoint their successors at once I would be pleased to hear from the members in the different cities giving me names of parties who they desire to have appointed Consul for their city I should be pleased to hear from all at once.

Yours fraternally, ROBT. L. THOMPSON
C. C. Iowa Div.

Michigan Representative.

I have this day appointed Mr. W. H. Hayden of Tecumseh, Mich., as a representative of the Michigan Division. Fraternally yours,

A. B. RICHMOND, C. C.

Grand Rapids, Mich., September, 1888.

New Jersey Representative.

T. D. Sensor of Millville is hereby appointed a representative. J. H. COOLEY,
Chief Consul.

Ohio Delegates.

At the meeting of the Board of Officers of Ohio Division held in this city on the evening of September 18th, the following parties were chosen as delegates to represent our division in the National Assembly: James R. Dunn, Massillon; H. S. Livingston, Cincinatti; H. B. Hane, Marion; George Collister, Cleveland.

T. J. KIRKPATRICK,
Chief Consul.

Local Consuls for Rhode Island.

1, Chas. E. Doe, P. O. Box 495, Providence. 2, A. W. Howland, East Greenwich. 3, Chas. F. Gladding, Warren. 4, H. L. Dyer, P. O. Box 512, Newport. 5, J. H. Cross, Westerly. 6, S. H. Day, P. O. Box 47, Bristol. 7, S. W. Himes, Phenix. Yours fraternally,

CHAS. S. DAVOL, C. C.

Tennessee Members, Attention!

I have on hand a large number of Recruiting Circulars to be used in aiding members to bring in more men to our ranks. If all members of the Division will send me the name of *all Non-League members of their acquaintance*, they will aid me very much in carrying on the good work. Members engaged in recruiting for the Division can get circulars from me on application. A supply of these circulars will be mailed to all Local Consuls at once. Let me urge each and every member of the Tennessee Division to go to work in building up the L. A. W. in our State.

Fraternally, JOS. R. WILSON, JR.,
Chief Consul.

Tennessee Appointments.

I have appointed the following Local Consuls:

1—Robert W. Slusser, Memphis.
2—Ed. D. Fisher, Nashville.
3—J. D. Herndon, Clarksville.
6—P. E. Cox, Franklin.
7—G. A. Wilkinson, Chattanooga.
8—J.R. Scates, Union City.

Other appointments will follow shortly.

Fraternally, JOS. R. WILSON, JR.,
Chief Consul of Tennessee.

Clarksville, Tenn., Sept. 28, 1888.

Rhode Island.

At a meeting of the Board of Officers, Rhode Island Division L. A. W., held in this city Saturday evening, Sept. 22, 1888, Geo. L. Cooke was elected delegate to the National Assembly. Fraternally,

N. H. GIBBS, Sec.-Treas.

Club Representatives.

The following clubs have elected Representatives for the States in which they are respectively situated:

Rhode Island Wheelmen, Providence, R. I.—Geo. L. Cooke and Chas. H. Howland.

League Clubs.

The Osceola Wheel Club, of Osceola, Iowa, has applied for admission as a League Club, an is numbered 208.

Michigan Appointments.

Consuls 1888—89.

Allegan—C. T. Gage.
Ann Arbor—C. W. Wagner.
Armada—C. F. Lathrop.
Adrian W. H. Burnham.
Battle Creek—W. K. Kellogg.
Bay City—D. G. Jackson.
Benton Harbor—H. R. Huntington.
Blissfield—C. E. Howland 2nd.
Birmingham—A. Whitehead.
Calumet—W. M. Harris.
Caro—W. F. Street.
Centreville—W. Denton.
Coldwater—H. J. Bassett.
Chippewa Lake—G. A. McHenry.
Dearborn—H. M. Snow.
Deerfield—E. W. Scott.
Detroit—C. H. Lightner.
Dowagiac—F. S. Colby.
East Saginaw—Geo. W. Smith.
Flint—E. M. Gordon.
Grand Haven—N. Robbins Jr.
Grand Rapids—W. S. Turner.
Hancock—P. B. Rastello.
Holly—C. S. H. Poole.
Homer—W. W. Snider.
Howell—W. E. Beach.
Humbolt—W. J. Maas.
Hudson—C. D. Allen.
Ispheming—H. Harwood.
Ithaca—E. J. Heath.
Ionia—C. A. Cushing.
Iron Mountain—W. H. Havens.
Jackson—F. J. Pratt.
Lansing—L. J. Bates.
Lapeer—Geo. S. Gray.
Lowell—J. O. Merriman.
Mancelona—L. E. Slussar.
Newaygo—F. Jacobi, Jr.
North Branch—J. H. Van Decar.
Northville—H. D. Dean.
Opechee—F. Klepetko.
Parma—W. J. Butterfield.
Pontiac—E. A. Merritt.
Port Huron—Sheldon A. Wood.
Red Jacket—T. Wills Jr.
Richmond—W. E. Young.
Romeo—J. H. Fenner.
Saginaw City—M. W. Barringer.
Saline—F. D. Ford.
Sand Beach—A. H. Taggart.
Sparta—M. L. Noble.
St. Johns—R. G. Steel.
Tecumseh—Chas. H. Orr.
Three Rivers—W. C. Shamafelt.
White Cloud—H. A. Trask.
Williamstown—E. S. Andrews.
Windsor, Ont.—A. D. Bowlby.
Ypsilanti—Chas. W. Glover.
Plymouth—F. H. Hendrick.

Committees.

Races—W. E. Metzger, Detroit.
G. W. Eddy, East Saginaw.
W. H. Bennett, Grand Rapids.
Rules and Regulations—F. H. Escott, Grand Rapids.
Clarence Lightner, Detroit.
O. L. Palmer, Grand Rapids.
Rights and Privileges—J. H. Johnson, Detroit.
M. W. Barringer, Saginaw City
V. L. Nettleton, Coldwater.
Membership—J. C. Hicks, St. Johns.
W. M. Harris, Calumet.
W. W. Todd, Adrian.
Transportation—P. N. Jacobsen, Detroit.
W. F. McBain, East Saginaw.
J. F. Grady, Grand Rapids.

Fraternally yours, A. B. Richmond,
C. C. Mich. Div.

Grand Rapids, Mich., Sept. 1st, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 158—Total 52—11,443

BOSTON, Sept. 28, 1888.

ARIZONA—2—5.

Unattached.

20699 Robinson, W. H., Phoenix
20700 Blake, Ed M., Prescott

CALIFORNIA DIVISION—3—338.

Unattached.

20663 Clark, Cosmor B., Cor. Oxford and College Way, Berkeley
20653 Donavan, J. P. Vacaville
20664 Hutton, C. W., "

COLORADO DIVISION—10—57.

Social Wheel Club.

20687 Bailey, F. J. care Appel & Co. Denver
20688 Barmettler, J. M. Cor. 18th and Larimer, "
20689 Block, Louis, 1850 Arapahoe st., "
20690 Coleman, F. N., Higgins & Co. 806, 16th st. Denver
20691 Davidson, Don, The News Office, "
20692 Hanson, Lou, The Times, "
20693 Hartwell, E. S., 125 12th ave. West "
20694 Hawver, C. E. 1521 20th st. "
20695 Pynchon, E. R. 1538 16th st., "
20696 Rivers, C. A. Cor. 8th and Larimer, "

CONNECTICUT DIVISION—2—463.

Westport Wheel Club.

20654 Stearnes, T. C., Westport

Unattached.

20673 Sterling, Sam'l B., Trumbull

DISTRICT OF COLUMBIA DIVISION—3—156

Unattached.

20675 Pistorio, Frank D., 425 2d N. W., Washington
20674 Libbey, F. P. 805 D st., N, W., "
20676 Wolf, David, 928 4th N. W., "

ILLINOIS DIVISION—2—713.

Champaign Cycling Club.

20655 Aranda, Ezequiel, Champaign

Unattached.

20701 Ryan, E. J., 637 W. Monroe st., Chicago

KANSAS DIVISION—3—150.

Topeka Wheelmen.

20697 Reckards, R. P., Bank of Topeka Topeka
20698 Stewart, M. M., Wells Fargo Ex. Co. "
20679 Daniels, Mert W.. Wellington

MAINE DIVISION—6—142.

Kennebec Ramblers.

20657 Knowlton, F. C., Fairfield
20656 Weir, C. S., "

Portland Wheel Club.

20665 Alexander, C. D., care Emery Waterhouse & Co. Portland
20666 Dow, Edgar R., 288 Congress st., "
20667 King, Chas. E. B., 1st Nat. Bank Bldg. "
20668 Merrill, Wm. L., 208 Middle st., "

MARYLAND DIVISION—5—452.

Crescent Bi. Club.

20680 Aiken, Robert J. 100 W. Balto st., Baltimore
20681 Barry, Geo. W., 6 St. Anns ave. "

Unattached.

20682 Bruton, J. W., 308 N. Chas. st., "
20658 Primrose, Frank, 323 N. Chas. st., "
20677 Lutz, A., Box 62, Hagerstown

MASSACHUSETTS DIVISION—3—1208.

Lincoln Cycles.

20678 Goodale, J. Alra, 123 Lexington st., E. Boston

Unattached.

20669 Dreiling. Valentine, 23 New Seaver st., Dorchester
29683 Hastings, Geo. W., 68 Portland st., Worcester

MISSOURI DIVISION—3—338.

Unattached.

20685 Sheriff, Wm. D., California
20702 Penn, H. C., Box 136, Columbia
20684 Laird, John A. 2938 Dickson st., St. Louis

NEW JERSEY DIVISION—1—707.

Unattached.

20659 Paul, Chas. B., 208 Division st., Patterson

NEW YORK DIVISION—5—2363.

Citizens Bi. Club.

20660 Rich, A. B., Box 3787, New York

Ft. Schuyler Wheelmen.

20686 Jones, Frank L., 140 John st., Utica

Ramblers.

20662 Birnie, Martin J., 225 Dom st., Rome

Unattached.

20670 Osborn, C. O., Cuba
20661 Class, Geo. B., 100 E. 114 st., New York

OHIO DIVISION—3—908.

Unattached.

20703 Ulmer, Jos. H., Bucyrus
20671 Dawes, R. C., Marietta
20672 Wells, E. F., "

TEXAS—1—31.

Unattached.

20704 Susen, Alex W., El Paso

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application after that date, and until April 30, 1889, enclose $1.25.

At Philadelphia, September 10, riders of Columbias won

7 OUT OF 11

possible first prizes for Bicycle contests.

MORE COLUMBIAS.

At Roseville, N. J., September 21, riders of Columbias won

5 OUT OF 9

possible first prizes for Bicycle contests.



VELOCE COLUMBIA.

FOR NIGHT RIDING.

Veloce Columbia.



VELOCE COLUMBIA.

THE STRONGEST, EASIEST RUNNING,

FINEST MADE, AND MOST

POPULAR SAFETY ON THE MARKET.

OTHER MACHINES TAKEN IN EXCHANGE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO. ILLUSTRATED CATALOGUE SENT FREE. **POPE MFG. CO.,** BOSTON, NEW YORK, CHICAGO.

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

RUDGE CATALOGUE FREE.

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IS THERE AN AGENT FOR THE RUDGE IN YOUR VICINITY? IF NOT, APPLY AS ABOVE.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 5 OCTOBER, 1888.

Volume XVII.
Number 23.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

SACRIFICE. A 53-inch '88 Columbia Light Roadster; run about 50 miles; all nickel but rims; all balls; spades; Kirk. saddle; too large for owner; *at your own price.* Best offer over $100 takes it. Give us a bid. Sent C. O. D. for inspection. NELLIS & TABER, Herkimer, N. Y.

VICTOR—A new 56-inch Victor, '88 pattern, for sale. Best offer over $90 takes it. Also a New Rapid Safety, new this season, and in perfect order. Best offer over $90 takes it. W. F. SHERWOOD & CO., Binghamton, N. Y.

FOR SALE—One 57-inch Columbia Light Roadster; one 48-inch Expert. Correspondence solicited. Address PALLISTER BROS., Ottumwa, Iowa.

A Few Second-hand Springfield Roadsters,

in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

A FEW BARGAINS—59-inch Columbia Light Roadster, $80. 56-inch Expert, $65. 56-inch Expert, $80. American Rambler, $107.50; first two machines in first-class order, last two almost new; reason for selling Rambler, owner is traveling. Also 52-inch Expert, A1 condition, $70. Must be sold this season. Correspondence solicited. C. E. TITCHENER, Binghamton, N. Y.

FOR SALE—New Columbia Light Roadster Tricycle, $125. T. B. RAYL & CO., 112 and 114 Woodward ave., Detroit, Mich.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,
Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 511 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



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Of all kinds a speciality. Send for estimate. The largest stock in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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MANUFACTURER OF

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DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.

READ THIS!!!

D. W. L. BATTLES,
Dentist,
Union Block, GIRARD, Pa., Aug. 16th, 1888.

L. H. JOHNSON, ESQ.:

Dear Sir—The Expert Columbia Wheel, which you shipped me a few days ago, came to hand this morning: I am well pleased with it, as it fully comes up to my expectations. Yours very truly,
W. L. BATTLES, D.D.S.

FULL LINE OF SPECIAL BARGAINS

In Ordinaries, Stars, Rover-Type Safeties, Single and Tandem Tricycles, Safety Tandem Bicycles for Lady and Gentleman. Any wheel sent subject to inspection and approval if desired. Let us know just what you want. We have it at your price.

LLEWELLYN H. JOHNSON,

401 and 403 Main St., - ORANGE, N. J.
Telephone 98.

Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

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20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters, A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.



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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A(condition. Price $75. Address Lock Box150, Wappingers Falls, N. Y.

FOR SALE—56-inch Colun bia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.(

L. A. W. Attention.

SEND 2 CENT STAMP

—TO—

NATIONAL CARD CO.,

1114 15th Street, N. W.,

WASHINGTON, D. C.

For samples of the finest Illuminated Calling and Address Cards published in L. A. W. design.

Bicycle clubs or club members desiring cards wirh fac simile of club badge or of any particular design should wrie for estimates, as we are prepared to do work at lowest possible price. **Agents Wanted.**



This oiler, as the cut shows, consists of a tube for holding the oil, fitted at the top with an Acme tip, which can be unscrewed when it is desired to refill the oiler. A cap of the same diameter fits over the top. Only throws a small quantity of oil at a stroke. Best and neatest in the world. Handsomely nickel plated. For sale everywhere, or sent by mail on receipt of price, 50 cents each. CUSHMAN & DENISON, 144 and 146 Greenwich street, New York.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

OUR OFFER.

"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284!!!

The book has 244 pages of letter press, and is beautifully illustrated.

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To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

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This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

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BOSTON, - - MASS.

RACING MEN.

DON'T FAIL TO ENTER THESE EVENTS.

GRAND FALL TOURNAMENT

—OF THE—

Berkeley Athletic Club,

TO BE HELD AT

Morris Dock, New York City,

—ON—

SATURDAY, October 20, 1888, at 2,30 P. M.

Programme:

1 Mile Bicycle, Novice.
1 Mile Tricycle Handicap.
1 Mile Bicycle, Interscholastic, open to pupils in New York City private schools; to be won twice.
1 Mile Bicycle Handicap, Columbia Cup.
2 Mile Bicycle, Handicap.
1 Mile Rover Type Bicycle, Scratch.
1-2 Mile Bicycle, Scratch.
1 Mile Consolation, Handicap.
2 Mile Bicycle, Intercollegiate; open to students in colleges.

Valuable Prizes to First, Second and Third in each event.

Entrances Fee, 50 cents each event. Close October 15th, with F. P. Prial, P. O. Box 444, or G. R. Bidwell, 313 West 58th street, New York.

The track is a new quarter mile path, built especially for fast time. The grounds can be reached by New York and Northern Railroad, or N. Y. C. and H. R. R. Both roads will run special trains direct to grounds on day of races. Fare, round trip and including admission to grounds, seventy cents. Admission, fifty cents. All Bicyclists on wheels admitted Free.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH. 12 Pearl Street. Boston. Mass.



CUT THIS OUT and show it to your fellow wheelmen. It will not appear in every issue. **Do you want a $10.00 or $5.00 Cyclometer? We will send you one Free,** any make you desire, and this is this is the way we propose to do it. Every wheelman who orders a

Ross Improved Detachable Luggage Carrier,

within the next 30 days will get mailed with his carrier a number corresponding with one which will be placed in a Box. At the expiration of 30 days the numbers will be thoroughly shaken up together, and one drawn out; the party holding the number to correspond with the one drawn will secure a $10.00 Cyclometer, The numbers will be thoroughly shaken again, ank a **second number** drawn. the lucky holder of which will secure a $5.00 Spoke Cyclometer.

Now is your time. You have got to buy a luggage carrier, and you may as well get a cyclometer with it **Free.** Every wheelman wants a cyclometer (you stand a good chance of getting one of the two), and every wheelman **needs** a luggage carrier. There is none equal to the "Ross Improved; fits either crank, Star or safety bicycles. Our Carrier is new, and not known at all by thousands of wheelmen; therefore we make this splendid offer in order that wheelmen who have not seen it may know what a convenient carrier it is. Believing every wheelman who has not a carrier, and many that have, will avail themselves of this grand opportunity to get a new carrier at regular price, and a first-class cyclometer gratis. The Ross Carrier is detachable, and is made stronger and better than ever before. Do not fail to send your order at once. You can have the use of the carrier from now on and secure a chance on two prizes.

Carriers finely made and nickeled. Price only **$1.00.** By mail **$1.10.** In ordering be particular and state name of wheel and year of manufacture.

J. C. TRAVIS, Sole Manufacturer, - - - - 15 Second Street, Albany, N. Y.

SUCCESSOR TO C. H. ROSS & CO.

P. S, All dealers should carry the "Ross Carrier" in stock. Send for descriptive circular and price.



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley. E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succesession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. Bicycling World.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

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THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 5 OCTOBER, 1888.

A JAPANESE lantern parade fever seems to be epidemic now all over the United States. Just now it is in its most virulent form. Reports of dozens of these parades are at hand, and as they are all alike we shall have a decription stereotyped, leaving space for the name of the club, date and location.

WHEN it is understood or announced that races are to be run under L. A. W. rules we cannot understand on what authority a man who has won a prize, other than in a club race, before the event should be allowed to start in a "novice" race. Yet this was done at Buffalo, in the case of Kenneth Brown, and again at Pittsburg in the case of W. D. George. We understand that Buffalo made a "special rule," changing the wording of the L. A. W. rule, which reads as follows:

"A novice race is open to those who up to date of event have never won a prize excepting in a club contest, and should be properly the first race of a meet."

We learn that at Buffalo the rule was made to read "up to date of *entry*." We are not aware that at Pittsburg the rule was changed. In any event, the rule as made by the L. A. W. was violated in both cases. If races are announced as under League rules, then let League rules stand as they are, without any improper changes. The rule is good as it stands; it was framed as it is with a purpose in view, and a very proper purpose too. We would suggest to managers that run races under these rules to accept the rules in their entirety, and not improperly meddle and change them to suit what they consider correct.

LADIES' NORTH SHORE (MASS.) ANNUAL TOUR.

"OHNE HAST" is the motto of the club, and you cannot enjoy the pleasures of the tour, unless you can take along a representative of the fair sex. Personally, we sigh and feel a mental wreck, when we think that our single blessedness (?) bars us out.

Mrs. Charles Hopkins will do the pacing, but Mr. C. H. will do the talking. Mrs. Stall will be whipper-in, but W. W. himself will handle the whip. The itinerary covers three days, starting Oct. 4 and finishing Oct. 7. The arrangements for the comfort of the party are complete, and with a knowledge of the personnel of the party we regret we cannot claim a "Mrs." of our own and go along also.

B. R. J. APOLOGIZES TO THE SAN FRANCISCO CLUB.

Editor Bicycling World: By your kind permission I desire a small space in your valuable paper for the following:

Many of your numerous readers of the BICYCLING WORLD AND L. A. W. BULLETIN may have noticed an article on Bigotry in the August issue, date 31st, when the writer dealt severely with the San Francisco Bicycle Club.

At the time of writing that article I felt assured that I was assisting to correct an abuse. I felt assured at the time that the statement concerning the by-laws was true, and accordingly, in a moment of passion, sent the same for publication. Since then, however, I have learned that I was misinformed, and inadvertently I have injured the feelings of a large majority of the members of said club undeservedly.

But that there are members in said club ever ready to object to said race of people, there is no contradiction, and for them I hold the utmost contempt, and the "Article on Bigotry" is still applicable to them. They are not deserving of the extension of good fellowship that abounds amongst men of intelligence, and the said club should take strong measures to *weed* them out, or the blot upon their escutcheon will be hard to erase.

I now desire to repair the injury as far as possible, and ask of that club to remember that at the time of publishing the said article I felt a conviction amounting to almost a moral certainty that I was correct, otherwise I would not have sent the article for publication.

I sincerely offer the above apology to the San Francisco Bicycle Club, with all due respect to their gentlemen members.

Respectfully, B. R. J.

San Francisco, Sept. 18, 1888.

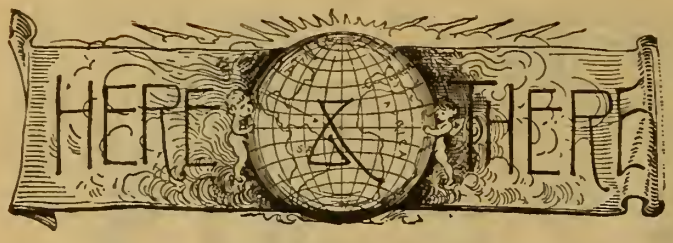
A DESERVING TRIBUTE TO "SECRETARY."

Editor Bicycling World: Some time when you have a favorable, quiet opportunity, some time when you feel your heart all overflowing with the gentle, genial goodness that particularly bespeaks man's humanity to man, will you kindly steal away just one little minute from the cares that infest the day, just long enough to drop a line into the out-going post to our dear friend, "Secretary," "way down in Baltimore, Maryland?" And thank him, please, cordially, sincerely, earnestly, for the quiet yet exquisite pleasure he has afforded at least one unknown, appreciative reader away out here in the broad stretches of the Western country, by his quaint, delightful reminiscences of the "Order of the Bushwhackers." I am sure "Secretary" is one who loves his fellow men. None other could ever have written a sketch like he has written—a sketch so bright and cheery, so happy in its humor, so rich in its tone, so gentle in its spirit. It comes to us out here, so far across the distance, like some sweet perfume borne by summer breezes from odorous meadows of new-mown hay; like some fond memory of long-gone days, wafted to us from life's younger time across the empty space of intervening years, bringing back for a little while again the tender grace of a day that is dead, softened by the subdued, mellow "light of other days."

If possible, please prevail on "Secretary" to share with us again some time the peaceful pleasures enjoyed by the happy members of his modest club, "whose name now is seldom seen in print," and assure him that after the delightful peep which he has granted us into the mysteries of his Order, we surely feel a full, rich bound of our heart toward him and his confreres in their pleasant retirement, and the outspoken thought of our minds is that they are not, as Byron, "by the world forgot."

Fraternally, with the grip (spoke), No. "1842."

THE Boston Club, under the pilotage of Captain Kendall, held their annual run to Riverside last Sunday, at which point boast were taken and a row down to the picnic grounds enjoyed. Here Steward Nottingham had spread an excellent lunch, which was discussed with the usual gusto of the average Boston Clubman.



NOTES BY THE "CAVILER."

SHADES of Webster, Worcester and Johnson, how ye must suffer! And to think that he who I shall refer to lives just under the shadow of learned Harvard! It is truly dreadful. Must I tell all the world? Well, so be it, here goes: While taking my constitutional on the promenade before the plate glass windows of the Somerset Club, on Beacon street, yesterday, I chanced to meet a gentleman who, by well directed personal efforts and sagacious assistance from newspaper friends, has managed to climb well up on the ladder of cycling fame. Our conversation chancing to turn upon cycling journalism, he said: "What absurd *nom de plumes* the editor of the BICYCLING WORLD gives some of his correspondents. Now there is that abominable 'Caviler.' What in the deuce has the word 'Caviler' got to do with cycling, I should like to know? If we were horsemen there might be some point to it." Dear Mr. Editor, I did not faint; I merely gurgled with suppresed laughter. Later on I asked him what dictionary he preferred for definitions, and learned that he was not particular!! I should think not.

IF anyone expected to see me at the races of the Eastern Road Club I am glad he suffered the pangs of disapointment. Not being quite prepared to receive a diploma as a first-class imbecile, I remained comfortably at home. I have no patience with that breed of the cycle crank who prides himself on *not* being a fair-weather rider. I *am* a fair-weather wheelman, and respect myself accordingly. I dare say there are cyclers who think it a perfect saturnalia to push a wheel through six inches of mud and come home with one eye closed by a splash from a wayside pool, mouth and cheek caressed by flying clogs of dirt, and clothes unrecognizable in coatings of filth, but I am not that kind.

NONE can sympathize more sincerely with the young man who was injured by a fall during the race than I do, yet I cannot help feeling that he should have known better than to attempt racing on the roads when they were in such a condition as on last Saturday. It is a wonder that every man in the contest did not take a header. It was perfectly foolhardy to run a race under such conditions. The officials deserve severe censure for not postponing the races. There was no reason why it should have been run on that day. In fact, if I am correctly informed, a postponement would have been welcomed by a majority of the racers. [Our correspondent is not rightly informed. The roads were in good condition, and the accident to McCombie took place on a perfectly smooth piece of road.—ED.]

THE genial natured ex-Chairman of the L. A. W., the terror of honest promateurs, the vanquisher of chieftain Ducker, and the devourer of mighty Aaron, has this year been neglected by the cycle race meet managers. Time was when no tournament could be considered sufficiently amateurish for respectability without Abbot Bassett's name at the head of the programme as referee. The referee was made the man of all men at a race meeting by Mr. B., and it is a shame that he has not lor ger enjoyed the fruits of his labors. The amateur athletics in other branches of sport, however, have recognized his merits and taken him up with enthusiasm. His name is now heard at country fairs throughout the State, where strictly amateur contests are held, and he is well known on the sacred grounds of the Young Men's Christian Association Athletic Club at the South End.

WHILE driving in my English dog cart through Brookline the other day, in company with a certain young lady friend, we chanced to meet a squad of cyclists clad in the most glittering uniforms. "Where are their instruments?" said my companion. "What instruments," I asked. "Why, the horns and the cornets and base drums," she replied, and then it dawned upon me that she had taken these young fellows for members of a brass band!! It took me some time to assure my unsophisticated little friend that the riders we met were not bandsmen, but members of one of the most respectable and prominent of our suburban clubs.

PENNSYLVANIA.

"ARIEL."

TIOGA and its races have taken up all Philadelphia cycledom's attention last week, and they have demonstrated that it only needs an infusion of pluck and energy to give as successful race meets in the Quaker City as elsewhere. The races attracted a large and refined audience, nearly half of whom were ladies, for whom entertainment, in the shape of hot coffee and sandwiches, had been provided by the ladies of the Tioga Club. (We would remark, *par parenthese*, that we were not invited to partake of the "feed" ourselves.) Chairman Gideon is to be congratulated on the success of his club. In fact congratulations are in order all round. Dallett, alone, sold three hundred tickets. The surprise of the races was Kingsland's defeat of Crist, and the close shave Wilhelm gave the leaders. Halsted was in wretched condition, and his finish in the final heat of the one-mile open was better than his friends expected under the circumstances. I wish you could have seen this one-mile open, the first prize of which was a racing bicycle. I was not at Buffalo, unfortunately, but I take it that what spectators are looking for in all races is a hot race and a close finish. Well, they got it here. The final of this one mile was a fight from start to finish, and as they crossed the tape a blanket would have covered the four men. Kingsland led by half a wheel; next Crist, with Wilhelm six inches back, and Halsted six inches behind the Reading man. Captain L. A. Clarke, of New York, was down as referee, but not materializing in time, Mr. S. F. Clark, of Baltimore, officiated in his stead. It is well to have plenty of Clarks on hand in case of emergency. Captain Clarke acted as timer afterwards. Mention should also be made of the grace with which Captain W. D. Supplee, of "Pensy," officiated as starter. There is one thing, however, that I would caution the Captain about. Economy is an excellent thing in its way, but you can have too much of it, and when Mr. Supplee attempts to exercise it by using the discharged cartridges in the starter's pistol over the second time it is time to call a halt.

MESSRS. LEWIS and Bement, of the Philadelphia Club, climbed Conshohocken Hill last week, and are going to make an attempt at Ford's.

ANOTHER newcomer in trade circles here—Mr. Sweeting, who has opened a cycling store at 639 Arch street. Mr. S. will represent some prominent English makes.

THE club championship of the South End Wheelmen will be decided by a ten-mile road race instead of a one-mile, as first proposed. It will be run this week or next.

A MEETING of the Board of Officers of the Division was held at Harrisburg last Thursday evening, for the purpose of revising the Constitution to agree with the new one of the League.

THE long-delayed road race between the Wilmington and Reading Clubs is also being arranged for, and will come off in the near future. Schwartz will not run on the Reading team; neither will Schmidt. Dampman, Merrihew, McDaniel and Elliott will probably be Wilmington's representatives.

CAPTAIN FLEMING, of the Century, has been resting at Island Heights for the past six weeks, and his customary heavy mileage has fallen off in consequence. Lieutenants McGlathery and Shaffer have been conducting the club runs in a very acceptable way this summer, so that the aforesaid runs have not suffered by the Captain's absence, however much he has been missed by the members personally.

MESSRS. LEISEN and Kohler took a notion to ride into each other on the run yesterday, with the result of Mr. Leisen being compelled to trundle his Star—minus ten spokes on one side, the cleanest sweep you ever saw—to the nearest railway station, while Messrs. Brocker and Crowther, after leaving the rest of the club, found it absolutely necessary that Mr. Kohler's shattered nerves should be restored by Rambo apples.

CLUB runs don't seem to be on the wane here, to any great extent. The Philadelphia Club had quite an imposing one to the Tioga races, among them several of the feminine members, while both the Century and the "Pennsy" turned out a goodly number. Some twenty of the latter club rode out to West Chester yesterday, with Captain Supplee in command, riding his 56-inch Victor, as a change from the "goat." Next Sunday he has called a club century run, starting from the club house at daybreak (!), and unless I am much mistaken the Pennsylvania Club will take record for a club century.

I SAY, Mr. Editor, what's the matter with those benighted districts that have not yet awakened to the importance of the safety? I note with surprise that several of your correspondents say the safety ha

hardly appeared in their sections. Why, the Pennsylvania Club has forty, the Century upwards of twenty-five, and the woods are full of the great unattached riding 'em. Another thing: Just make up your mind that the tricycle is *doomed*. Dead as the typical door nail—both single and tandem. The lady's bicycle has come, and coming has opened to the dear creatures the joy which the cycler feels; not on your three and four wheeled go-carts, but on the only true wheel—the bicycle. Contradict, who can? Is there not a rhythm of motion about the two-wheeler, a sweeping flight, as of bird on wing, that is *never* experienced on the other? And will a woman handicap herself with a double weight when she can have a forty-pound wheel? Put a mark right here: Whenever the lady's safety is tried—farewell tricycle! Which of our American manufacturers will quickest realize this? I charge nothing for the point, gentlemen.

ST. LOUIS.

"LINNEUS."

The Quincy boys paid us their promised visit on Sept. 16, and were handsomely entertained by the Cycle and a few members of the Missouri Clubs. Those that came down were Bob White, H. Whipple, Prof. Heinzen, Robert Cady, of the Quincy Bi. Club; and Tom Burrows, Hal Osborn, Harry Sommers, Thomas Thompson, Geo. Cook, Fred Bader, H. B. Peters and Sam Tipton, of the Ramblers' Club. Upon their arrival at the depot they were met by a delegation of the Cycle Club and breakfasted. Rain interfered with the run arranged for the morning, and a trip to the A. B. B. A. brewery was taken instead, which was thoroughly enjoyed by all. After inspecting the establishment, and sampling some of the finest brew, each visitor was presented with a handsome souvenir in honor of the occasion. Then the wheels were again mounted, and tracks were made for the Lindell, where dinner was had. After this meal the party wended its way to the Missouri Club house, after inspecting which the run through Forest Park was taken, and then back to town for supper. Afterwards the whole party returned to the Cycle's house and amused themselves in various ways until train time. Upon their departure the Quincy boys were profuse in their thanks for the treatment they had received, and issued pressing invitations for us to visit them on Oct. 11, 12 and 13, the date of their race meet.

Road reports are coming in nicely, among the ones received this week being excellent reports of Henry County, sent us by John S. Richards of Clinton, and of Boone County, reported by Prof. H. C. Penn, of the Columbia University. Let the good work go on.

Great credit is due Chief Consul Brewster for his efforts in securing the low rate to Kansas City and return, as the attendance at the Division meet hinged more upon this one item than anything else. Brewster always was and always will be the working bee of this Division, and he does not allow any drones in his hive either.

At the last meeting of the Missouris A. P. Dennis resigned as Treasurer on account of his removal to New York. Upon motion his resignation was accepted, and a vote of thanks was offered him for the excellent manner in which he managed the club's finances during his long term of office. E. B. Kidson was elected to fill the vacancy.

Prof. E. C. Klipstein writes me from Springfield, Mass.: "Last Thursday I took in the Hartford tournament, and here met Dr. Emery, C. C. Davol, H. P. Merrill and others. Dr. Kendall, a mighty slick fellow, took me in tow and showed me the Boston headquarters, which held some of the far-famed Boston punch. Maltby did some very fine trick riding. Some of his best tricks were wonderful."

By the time this is in print the Missouri Division Meeting will have been a thing of the past. Mr. Ladish wrote to Chief Consul Brewster a few days ago, stating that the Exposition people had withdrawn almost all their promised aid on account of a $4000 loss on the firemen's tournament, but that the United Wheelmen had taken hold, and would build the track at their own expense, rather than disappoint the public. I mention this so that proper credit is given them for their enterprise.

In a letter a few weeks back you mentioned the round trip rate from St. Louis to Kansas City as $1.13, instead of one and one-third (1 1-3) fare. This mistake caused three riders from Greenville, Ill., to come down here Wednesday with the intention of going to Kansas City. After some trouble they found C. C. Brewster at his home, and matters were explained to them. Brewster offered to get them tickets at our special rate but they refused. I am sorry that the mistake occurred, and if it had not seemed so evident that it was an error it would have been corrected long ago.

C. C. Hildebrand, Lieutenant of the Missouris, intended to have a go at the Missouri twenty-four-hour record last Saturday night, but was prevented on account of the muddy condition of the roads. He had all his arrangements perfected, and with fair roads would have put in 200 miles. Captain Lewis sent out an urgent call to all active members to be present, and a larger crowd has seldom been seen at the club house outside of regular meetings or entertainments, and I can congratulate Chief Consul Brewster for the excellent choice he has made in appointing A. M. Lewis Local Consul. It is rather late in the season for gathering recruits, but if there are any to be had (and there *are*) Alex will gather them in.

Sunday, Sept. 23, the Missouris took the Ballwin run in honor of Messrs. C. R. Overman and Joe Spohr, who were on business and visiting friends. Your correspondent noticed that Charlie Overman is not a tender-foot, and can ride with the best of them. The same can be said of Mr. Spohr. The Cycle Club had a run arranged for the far off county line, but on account of a late start terminated their run at Ballwin. After dinner the party, in passing Son-of-a-Gun Hill found it to be in fine condition, and eight of their members—Tivy, Jordan, Campbell, Tyler, Hart, Hurck, Walzendorf and Pomarade—essayed the feat of climbing it, and all got up. Only three years ago this hill was deemed almost insurmountable, and the Ramblers at that time offered a gold medal to each man climbing it.

CHICAGO.

THE "STROLLER."

If anybody asks Stevens, of the Fort Dearborns, why he traded or sold his light roadster and bought a tandem, Stevens is sure to say, "oh, for certain reasons I thought I should prefer a tandem," and after seeing the stoical expression on his countenance one has not the nerve to ask as to what those aforesaid reasons are. But his friend, Whitgreave, always looks sad when you speak to him of the change.

The Englewood Club now want to consolidate with the Fort Dearborn, so I am told.

Van Sicklen is still on the mend, but is a shadow of himself as yet, and I greatly fear that the race track will know him no more.

Captain McPike, of the Oakland Wheeling Club, has been laid up for some time, the result of trying to play polo with several tons of coal about a month ago on Drexel Boulevard.

It is rumored that Bob Ehlert, one of the riders of the McCurdy-Ehlert fake, has returned from South America. I have not seen him as yet, but, if he has returned, he is probably the same old Bob.

The consolidation scheme goes merrily on, and is being discussed at all times and places, not only by Chicago and Fort Dearborn men but also by members of the other clubs, and it begins to look as though consolidation was a certainty.

Riggs, of the Illinois Club, is going to try and break the record from Chicago to Milwaukee, and also will soon start in to capture the 24 hour record for the Illinois Club, as soon as moonlight nights come again, and in spite of the moonlight he says this is to be no tandem record, either.

The Fort Dearborn team have received their medals from Buffalo, and have been informed by Ducker that no picture was offered a club prize, although he told Winship and Garden both, at Buffalo, that the prize in the team race was a fine painting for the club and a gold medal for each member of the team.

The Lincoln Club received quite a send off in one of the Sunday papers, illustrated with cuts of club house and officers. The cut of "Verax," with that far away, "I'm-waiting-still-waiting-for-the-announcement-of-the-ballot-for-Chief-Consul" expression on his face, is good; also, that cut of Quarter-master Irwin, with that pensive-St. Joe-expression, is A1. Whether "Verax's" camera is reponsible for this, or the newspaper, I know not.

A meeting of the Board of Officers of the Illinois Division was held at the Sherman House Saturday evening, Sept. 29th, at 8 P. M. Present, Chief Consul Davis; Secretary-Treasurer Sheridan, of Springfield; Osman, of Ottawa; and Sieg, Street, Gibson and Roberts, of Chicago. A report from the Constitution Committee was received and more time allowed them to complete their report on same. A resolution was passed that the Constitution Committee should send a copy of the Constitution, as completed by them, to each member of the Board of Officers, each one to make what correction he saw fit, and return the revised copies to the committee for final revision, when the Constitution would be submitted to the Division to be voted on as a whole by a mailed vote. When Chief Consul Davis asked for a report from the Racing Board, Representatives Seig and Street had a little warm discussion pro and con

about the management of the Cheltenham Beach race meet, but oil was thrown on the troubled waters by Secretary-Treasurer Sheridan, who moved to lay the matter on the table until ex-Chief Consul Van Sicklen would be able to be present, and his motion went through with a rush. But that Racing Board is going to have a bit of a shindy with the new Board of Officers soon, to explain that expenditure of $150 on a race meet here that was to swell the coffers of the Division, and of which no report has yet been handed in to the Secretary-Treasurer. The Board of Officers elected delegates to the annual meeting of the League as follows: Rome of Peoria, Sheridan of Springfield, and Oliver of Chicago. There was a little contest between Oliver and Randall for the honor; the first vote was a tie, but with the deciding vote of Chief Consul Davis, Oliver was elected. I met Seig to-day and asked him if he could give me any pointers about the meeting, to which he replied, "the only thing I know is that it was four Illinois Club members against the State, or 4 to 3." See?

NEW YORK.

"HAWKSHAW."

I WONDER what has become of that very erratic individual of the hyphenized cognomen—J. Purvis-Bruce? For a while the wheel press on both sides of the Atlantic was filled with accounts of his doings, both from his own pen and from those of others, but now all is strangely silent. It seems about time in this sort of a sky-rocket performance, to begin to look for the stick, and again I ask in the name of an anxious public, where is J. Purvis-Bruce?

WHEELMEN are much pleased at the fact that $750,000 is to be spent on our city parks, the bulk of which sum will be put upon the roadways, an expenditure that has been sorely needed for some time.

THE endeavor of the age seems to be towards securing oddities in clocks. The latest shown is a wheelman mounted upon a bicycle. The mechanism of the clock causes the rider to propel the wheel with an evenness of pace and a "clock-like action" that is much sought after, but seldom seen among actual riders.

THEODORE CARROLL, forty years of age and a cyclist, went riding on Riverdale avenue, near Yonkers, on Thursday morning. While coasting he ran into a wagon which was coming up the hill, and a smash up was the result. When Carroll was dug out from under his own and the wagon's wheels, he was found to be considerably damaged and minus one ear, which was cleanly cut from his head by the collision.

THE New York Club's house is slowly, in fact very slowly, assuming the appearance of a building that is inhabited. There seems to have been some lack of management, or rather an absence of any at all, that has resulted in the builders and others doing as they pleased and when they pleased, and the results are not eminently satisfactory. Despite these facts, however, the house is both handsome and convenient, and as to cost, is beyond doubt the most expensive one ever built for a bicycle club.

MR. EDWARD J. SHRIVER, President of the New York Bicycle Club, has well earned his title of the "Great Rejector," by his ability in club, political and social questions to at all times be opposed to the opinions of a majority, no matter what they might be. At last, however, Mr. Shriver has for just once consented to agree with the majority, and in consequence he will marry a Baltimore belle on the 15th inst. The usual official letter that always accompanies all of this gentleman's actions has not yet made its appearance, but in the light of his well-known ability in this line it cannot much longer be delayed.

THE press has been full of late of the recent Temple-Rowe foul at Buffalo, and the "know alls" and "smart alecks" have not failed to air their own knowledge, or rather their lack of any, in regard to the incompetency of the judges who awarded the race to Rowe upon a foul on Temple's part. While I know nothing of the merits of the case, and therefore cannot discuss whether the offense was actually committed or not, I would like to call these educated racing critics' attention to the fact that, according to League racing rules, the judges are allowed only to place the men as to their position at the finish and to do nothing else. The question of foul riding can alone be dealt with by the referee and the umpires. Now at Buffalo the judges declared Temple to have crossed the line ahead of Rowe, as he did, and there their duties ceased. From the position at the finish thus awarded him by the judges, the referee removed Temple because of an alleged foul. It is unpleasant at all times to have one's self written up adversely in the public press, especially when the writers show such ignorance of their own racing rules, as in this case, and I just call attention to the above facts as a simple justice to the gentlemen who acted as judges in this unpleasant affair.

SYRACUSE.

"SALINA."

THE last club run of 1888 was held on the 26th ult., and was attended by only eight members, owing to the conditions of the roads and also the darkness. And it *was* dark! Capt Chapin led the way, mounted on a 53-inch Columbia, a wheel quite foreign to him, and had it not been for the constant blowing of his whistle, we never could have followed him. Night riding is *not* popular in Syracuse, and never will be till the roads are improved and satisfactory arrangements are made with the moon to appear on the scene.

THE Cycling Club has owned a small 32-inch bicycle for several months, which has been the joy and pride of all the members. But, alas! some one broke our pet, and we are all in deep mourning. Suspicion rested on a certain club man for a time, and he was finally accused and tried before a mock court, Judge Wilson presiding. After a long and tiresome struggle, a competent jury was selected and the trial began. The prosecuting attorney opened the case with a long harangue on the terrible crime, supposed to have been committed by the accused, and called forth several witnesses, who, by judicious lying, proved almost to a certainty the guilt of the accused. The criminal was his own counsel, and some of his cross-examinations would have brought tears from a brass monkey. Both sides through, the judge charged the jury, and after a short secret session they brought in a verdict of "guilty." The grief of the prisoner was so terrible, that sentence was suspended till Oct. 15. Witness Hopkins deserves credit for the convicting evidence he produced.

PORKOPOLIS NOTES.

"STAR."

THE wheel editor of the Cincinnati *Commercial Gazette* is a little bit previous in asserting that the cycling season is about over for this year. This may be true as to certain scorchers who have worn themselves out by long runs during the hot months, but for those who make a proper use of their wheels there yet remain the months of October and November, during which the smoothness of the roads and the exhilarating atmosphere make even hill-climbing a delight.

ON Sept. 26 a teamster was fined five dollars and costs for driving a loaded four horse coal wagon on the Race St. asphalt.

THE lubricating power of sperm oil is said to increase with the temperature. Perhaps that accounts for the easy running of a wheel that has been standing in the sun.

ALLSUP, the report of whose feat of climbing Sycamore Hill created so much surprise, is said to weep because there are no more hills to conquer. What's the matter with the Price Hill incline?

THOUGHTLESS wheelmen should be cautioned against coasting in the parks, as they are not only liable to be arrested and have their badges taken from them, but may be the cause of the parks being closed to all wheelmen, badge or no badge.

THE *Enquirer* man—who does not hesitate to copy from the BICYCLING WORLD AND L. A. W. BULLETIN, but forgets to give due credit—sees fit to question the veracity of your correspondent. If he will only consult the issue of his paper for August 19 he will find the item he denies, and which described Dr. Kempton, of the C. B. C., as a "professional trick star rider," who was to make a trip to Mammoth Cave, Ky.

THE season of the year is at hand when inexperienced wheelmen, by wearing insufficient or improper clothing, are apt to contract colds that may stay with them indefinitely. Cotton should be wholly excluded and only woolen garments be worn. A coat, and at times a vest, should be carried on the wheel to be donned while resting, coasting, or when the rider is not on his wheel, for no matter how warm it may be at the beginning of the day, it is liable to turn quite cold before night.

A VEGETABLE diet, it is claimed, is more conducive to endurance than one of meat. The hare, horse and deer (Herbivora or vegetable eaters) are fleeter and have greater powers of endurance, it is said, than the lion, tiger or panther (Carnivora or flesh eaters). The latter are better able to make sudden, powerful but brief efforts, whilst the former can protract their efforts almost indefinitely. To increase their endurance, hounds are fed on corn-bread. Might not a vegetable diet be beneficial to the knights of the wheel?

WHILST returning from Alexandria, Ky., the C. B. C. met a snake—it was a real snake, something less than ten feet long—that blocked the way and showed fight. Nothing daunted by its threatening aspect, the gallant Galway, ordering a dismount, led his forces

The Greatest Success of the Season.

UNDOUBTEDLY THE KING OF THE REAR DRIVERS.

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THE FASTEST COASTER OF THEM ALL.

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RECORDS.

Hartford, Sept. 14th, R. H. DAVIS, in the Safety Handicap, won from Scratch, in 2m. 46 sec., on

A Swift Safety.

This is the I mile Amateur Safety Record for America.

On the same day Messrs. CRIST and DAVIS established

A WORLD'S RECORD,

On the Swift Safety Tandem, riding a mile without pacemakers, in 2m. 44 1-4 sec.

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W. S. Doane says of the Apollo Bicycle: "I found Singer's ball head a very great improvement over the old style cone head, and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings, which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

☞For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

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Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited. **KINGSTON KNITTING CO.**

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

to the attack, and the loathsome reptile was soon covered by a pile of broken stone. When the monster was uncovered by two or three of the bravest it was discovered that it had been killed, but by whom—for each claimed to have made the lucky throw—must remain the Mystery of the Alexandria Run.

WHAT I would like to see: Harry Watters coast Crescent avenue and use his patent foot-brake.—Charlie Allen astride of that new wheel that he is—to get.—The membership of the various clubs doubled next year.—"Toot" High keep quiet for five consecutive minutes.—Cigarette smoking in the club rooms discontinued.—Dr. Green go on a club run without his watch.—H. W. Longley coast on his "Swallow."—E. R. Webster attend a club run.—Children kept off of Race street.—Sprinkling carts take a vacation.—Nice weather every Sunday.—Delni win a race.—A. A. Bennett scorch.

NEWS AND COMMENT.

A NOVEL way of advertising is that adopted by certain firms who "advertise" themselves as having an unlimited opinion of the gullibility of the dear public, by "advertising" that they bet Prof. King $500 that he cannot ride a mile or two on his wonderful water bicycle. Even in classic Boston this racket was worked to perfection, and the dear public were gulled.

THERE is a letter for H. G. Crocker at this office.

OWING to bad weather the Maine L. A. W. Div. races have been postponed to Oct. 11.

THE Wakefield (Mass.) Bi. Club will hold its annual twenty-five-mile road race Saturday, Oct. 6, at 3 P. M.

ON September 28, the Medford, Mass., Cycle Club was organized with fifteen members. The club intends to join the League.

P. J. BERLO and J. P. Clarke, on a Marlboro' Club tandem, rode round the reservoir this week in 3.11 3-4. This is the fastest time ever accomplished round that circle.

WE received cards from Mr. Frederick Jenkins the other day. He was married to Miss Ella Gregory. The home of the happy couple is New Rochelle, New York.

P. S. BROWN is of the belief that W. E. Crist has the fastest final spurt of any man riding, not excepting Temple, Rowe or Windle. We do not doubt Brown's sincerity but we question his judgment.

A. J. MARTEL, on a bicycle, and F. Neil, on his mare, Dolly Goldsmith, will ride a match race from Hartford to New York City, for a purse of $1,000, ($500 a side). Both men belong in Hartford.

IN our issue last week we gave an account of a race between horse and bicycle in New Mexico. We learn from the *Clipper* that the time made by the horse, 50 miles in 3h. 47 m., is record for that distance.

A CURIOUS match has been made between J. C. Edwards, of Connecticut, and W. Jones, of Albany, N. Y., to ride across country from Sandlake to Bath, N. Y. They will be accompanied by two horsemen.

QUINCY, Ill., tournament Oct. 9, 10, 11. The programme contains races, hill climbing contests, balls, smokers. We regret that space forbids us publishing the programme in full. It will be the finest tournament ever held in Illinois.

A HORSEMAN in Philadelphia, the other day, accidentally rode down a cyclist. Instead of giving himself up in a peaceful manner he thrust the policeman aside and rode off at top speed. His offence is resisting arrest, and he will fare badly when caught.

THE Springfield Clubs' road race last week, was run under the most dismal circumstances. Fog, rain and mud did prevail. The following team won: J. C. Hamilton, F. A. Eldred, F. H. Williams, with Sawtell, C. Trask and F. N. Swan second place.

E. BIRGE, while riding near West Warren, Mass., rode over a red squirrel. Birge was going at good speed and his wheel caught the little fellow, and, curiously enough, took him up with it into the slot that the wheel passes through under the seat, where he was of course killed.

THE four-mile handicap race of the Yonkers (N. Y.) Bicycle Club was won by C. B. Lockwood, from scratch, beating H. W. Pagan (65 sec.) second, and J. J. Lawrence (90s.), E. R. Holden (75s.), R. J. Dick (55s.), and S. T. Kellogg, A. W. Kingsbury and C. S. Burnham, scratch.

ONE of the noted events in cycling in Cincinnatti, Ohio. occurred last Saturday, September 22d, it being a run to Dayton, Ohio, by moonlight, by the Crescent Wheelmen of Cincinnati. The distance is 55 miles. The return was made in time for an early supper Sunday evening.

W. A. Ross of Holyoke, Mass., was fined $7.63 for riding on the sidewalks of that city. The plea that the road was impassible did not clear him. For as the judge said; "If the riders of bicycles came to a bad spot in the road they could walk and push their wheels on the sidewalks, like a wheelbarrow."

AN empty balloon was found in Pennsylvania last week, drifting in a wood. Several enquiries have been made if the lost occupants were some professional bicyclists who was visiting Pittsburg, and had taken the baloon railroad home. As the "gate" was not abnormally large, it is supposed the new route was taken to keep expences down. "Senator" Morgan is awaiting a new hat from the party, the result of a bet on the "gate" at Pittsburg.

MR. SAM B. STERLING, of Bridgeport, Conn., one of the long-distance tourists of the United States, made us a pleasant call last week. He recounted some of his experiences, and said that the longest tour he ever took was up into Canada and back, a distance of some 1200 miles. He started for Florida a-wheel, but he got no further than North Carolina, and here he concluded discretion to be the better part of valor, as his fear of "alligators and black skins" prevented his proceeding. Considering the prevalence of the deadly alligator on the highways and byways of North Carolina we commend Mr. Sterling's caution.

THERE is a flutter in coterie of Juniata Wheelmen, of Huntingdon, Pa. It seems that they are to lose one of their right hand men in the person of W. M. Tehan, President-Captain (more familiarly known as "Billy,") who has accepted a responsible position as stenographer, not to "Mr. Barnes of New York," but some one in Gotham who rejoices in a name very similar. There is weeping and gnashing of teeth, and the parting is said to be one of those demonstrations in which onions play a conspicuous part. "Billy" was a lively boy, one of those great hearted bricks that they seem to raise in England. It is said that he feared nothing, save the d—l, with whom, it is affirmed, he had a nodding acquaintance. A few of the boys bade him *bon voyage*, and even *his* countenane showed some traces of mental pair. at the severence of ties that were as hearty as they were strong-seated in the human breasts of those who regarded him with esteem and genial solicitude.

MR. HOPKINS ONCE AGAIN.

Editor Bicycling World: I am glad to see the Illinois wheelmen "waking up" on the road question, and if they are as energetic in their efforts to improve their corduroys as they have been recently in defending them against my mild complaint they may some time have good roads of their own.

In my letter in the WORLD last June I spoke in a *general* way of Illinois roads and wheelmen, but the idea that I intended any reflection upon the treatment I received at their hands is ridiculous. It is the only State in which I had an escort, viz., Bert Meyers in Peoria, and Messrs. Sperry and Nicolet in Champaign, the latter gentlemen riding two miles with me, for all of which I was grateful, and should have particularized. I thanked Mr. Meyers a second time in Buffalo, and if Mr. Sperry or Mr. Nicolet ever come this way I hope to do as much for them as they did for me.

But I retract nothing which I first wrote. I thought I knew what a rough road was when I reached Illinois, as I had ridden about forty miles over railroad ties, and wheelmen there seemed to take no offense when I told them that they had the roughest roads it had been my misfortune to travel. Doubtless they do get smooth about this time of year; Illinois people living here tell me that they do. That's a comfort. Between Peoria and Bloomington they were not so bad as in other less-traveled districts. In Bloomington a prominent wheelman informed me that when they wanted good riding they went up to Peoria. A prominent wheelman not a thousand miles from Champaign, who said he had ridden to Columbus, took the train to Crawfordsville, if I am to believe his own statement. If I lived there I think I should do the same. With all due respect to Mr. Maturn, of Bloomington, and Mr. Sperry, of Champaign, I found many wheelmen in their State who could *not* give reliable road information, and I was told on three occasions, "I have never been five miles out of town."

Boys, come out here and we will show you some natural roads that are "equal to any macadamized road," and you won't have to wait three weeks after a rain for them to get smooth, either.

Yours truly, C. C. HOPKINS.

Denver, Col., Sept. 22.

WE would especially call rider's attention to the new advertisement of W. Read and Sons. They make a liberal offer of exchange.

A. T. LANE, the well-known sporting goods dealer of Montreal attended the Buffalo Meet mounted in the American Rambler. Where is the Premier you have hitherto been so fond of, Mr. Lane?



RALPH TEMPLE.

Two years ago the subject of the following sketch and the original of the above cut was absolutely unknown in the cycling world, but to-day Temple holds an unprecedented record of victories over the most prominent professional cyclists of the world. Only one man stands in the way of his assuming the proud title of champion of the world, and to the end that the question of supremacy may be settled Temple and Rowe are to meet in a series of races. We give some interesting statistics relating to the "little wonder," which on the eve of the great battle must prove of great interest to our readers.

Ralph Temple was born at Galesburg, Ill., May 19th, 1865, he is therefore in his 24th year. His height is 5 feet 4 1-2 inches, his training weight, stripped, 142 pounds; his chest measure is 38 inches; thigh, 23 inches; calf, 15 inches. His machine is a 21-pound, 53 1-2-inch Humber with 4 7-8-inch cranks.

During his tour abroad in 1887-88 he rode in 125 races, of which 103 were firsts, 16 seconds, 2 thirds, 2 dead heats, 2 misplaced. The dead heats were with Howell and Lees, and he has never been defeated from scratch except by Howell. He has ridden Howell 8 races, out of which he has defeated that Englishman 5 times.

In the two misplaced races, one was at Glasgow, when he actually rose from a sick bed to start, and the other was at Amsterdam one week after the fall in which he suffered concussion of the brain. This race at Amsterdam is a matter of *history* only to Temple, he to this day not having the faintest recollection of going to the track, starting and stopping. In February, 1888, he dislocated his ankle and for three months was laid up. While yet unable to walk he began to ride again, and for two months he rode and won races while he had to use a crutch to walk. During this period his ankle had to be frozen by cold water process and then laced in elastic stockings before each race.

HIS MATCH RACES.

Eight match and open events with R. Howell, won five, lost three.
Fred Lees, three races, all won by Temple.
W. Wood, four races, all won by Temple.
F. Wood, three races, Temple won them all.
He had one match race each with A. H. Robb, I. Young and J. P. Lumsden, and won them all.

CHAMPIONSHIPS, 1887.

He beat R. Howell for the half-mile world and the half-mile open championships.
He beat I. Young for the championship of Scotland.
For the 15, 25 and 50 mile international championships he beat T. Battensby, Tom and Bob English, W. Wood and Jules Dubois.

CHAMPIONSHIPS, 1888.

He captured the half and 10 mile and the 20-mile world championships, defeating Howell, Lees, F. Wood, B. English, Crocker, Knapp, Whittaker, W. Wood and A. H. Robb.
He also got the championship of Europe at Berlin, at which time he established a European record in competition for two miles in 5m. 10s.
The championship of Holland was also captured by the "merry little Yankee."
In temperament Temple is sanguine and "grit" to the backbone. In manner affable and frank. The bigger the job cut out for him the better he likes it. He is never beaten until the race is finished, and when beaten he has no excuses to make.
Since his return to America he has been beaten by the great American, Rowe, but whether the cause of his defeat was lack of condition or because Rowe is the faster of the two will be demonstrated in the coming match races. Temple's method of training is uncommon. He is of course careful in his diet, takes lots of rest, and in training he never rides more than a quarter of a mile at top speed. He never rides more than three miles at one bout, and he alternates short distances at slow work and then a burst of top speed and then slow again. This we understand is Mr. Hillier's method and also the method of R. Howell.



W. A. ROWE.

The achievements of this great cyclist have been so often and faithfully chronicled in this paper that it would seem almost unnecessary to refer to them, but at this time we know it will be of interest to epitomize what Rowe has done since he became prominent in 1885. W. A. Rowe was born in Gloucester, Mass., July 29, 1865, and like his smaller rival he is also in his 24th year. Here the similarity ceases, for the Lynn man stands 5 feet 8 3-4 inches, and strips and trains to 176 pounds. Chest measurement, 38 1-2 inches; thigh, 26 inches; calf, 18 inches. Rowe rides a 55-inch Columbia with 5 1-2-inch cranks. Since his entry into the cycling arena his success has been almost without a check. It was in 1886 that he reached the zenith of his success, during which year he beat his only rival, George Hendee, in a race, and thus established his title to being the fastest man in America. During the same year he defeated F. Wood, and also established world's records from 1-4 mile up to 22 miles, which records stand to this day intact. In 1887 the racing was comparatively dull, and the men Rowe did meet he vanquished easily. Early in 1888 Rowe went to England to meet Howell. It is an undoubted fact that Rowe was not fit and could not get fit because the inclement weather forbade outside work, and so Howell won all the races. Rowe, however, redeemed himself by defeating W. Wood in a match race, at the finish of which Rowe was thrown and broke his collar bone. This of course put an end to his racing and he came home. Since his return he has done good work, especially distinguishing himself at Buffalo and Hartford by defeating his rival, Temple, at these two places. Rowe is a man who is not afraid of punishment. When pushed he rides all out, and he has a wonderful burst of speed. In manner he is retiring and modest; he does not talk, but he quietly goes at it, and does his little work. To be beaten by Rowe is no disgrace, to beat him is a hard task, and there is only one man, if any, that has the speed necessary to lead him over the tape in his present splendid form.

WELLS GETS THE SYCAMORE STREET HILL RECORD.

Our correspondent, "Duquesne," telegraphs us from Pittsburg, that Jno. A. Wells succeeded in climbing Sycamore street Hill, mounted on an American Rambler, geared to 48 inches, with crank; 7 1-4 inch throw. He rode three hundred feet beyond the distance ever before attained by any rider. Mr. Wells made three attempts before he succeeded. The grade of Sycamore street on the average is 1 in 6 4-5.

ENGLISH RECORDS.

Wednesday, Sept. 19, E. Taylor established tricycle records as follows: 6 miles, 17m. 25 sec; 8 miles, 23m. 1 sec.; 9 miles, 26m. 14 sec.

ONE AND QUARTER-MILE SAFETY.

On Tuesday, Sept. 18, S. G. Whittaker put the one-mile safety record at 2m. 31 4-5 sec., and on Wednesday following he rode the quarter also on a safety, in 33 2-5 sec.

ENGLISH PROFESSIONAL CHAMPIONSHIPS.

The 20-mile championship, for £40 and the belt, was run at the Belgrave grounds. The result was:

W. Wood,	1
A. H. Robb,	2
R. Howell,	3
A. Hawker,	4

The 15-mile championship was run at North Shields. Results:

Tom English,	1
W. Wood,	2
R. H. English,	3
F. Wood,	4

THE EASTERN ROAD CLUB RACE.

At a meeting of the Eastern Road Club, held Sept. 27, it was voted to refer the result of the twenty-five-mile race to the referee, Dr. W. H. Emery, who, it is understood, will order the race to be run off by the Dorchester and Cambridgeport Clubs at some time convenient to both. At this meeting a

SUBSCRIPTION FOR THE BENEFIT OF ROBERT S. McCOMBIE,

who was seriously injured in the Eastern Road Club race, was started, and it was voted to open a subscription in each club in the organization. Dr. W. G. Kendall, Boston Club; Dr. W. H. Emery, Roxbury Club; President John B. Seward, Chelsea Club; President Willard H. Forbes, Dorchester Club; and Lieutenant Newman, Cambridge Club, each contributed $5, and promised a liberal return from their respective clubs.

The wheelmen are proving themselves a whole-souled body of men, as well as jolly, good fellows socially.

We cheerfully endorse the idea of a subscription, and the World puts its name down for $5. Subscriptions will be received at this office or by any member of the committee named above.

EAST HARTFORD RACES.

Under the auspices of the East Hartford Club a race meeting was held last Saturday. A chilly air tested the staying qualities of the spectators as well as that of the riders. Results as follows:

One-mile East Hartford championship, W. James, (1); C. F. Richmond (2). Time, 3.24.

Half-mile handicap 1st heat. All from *scratch!!* W. H. Combs (1); E. Mullett (2); C. R. Culver (3). Time, 1.35. Second heat, from scratch!! E. S. Horton(1); H. J. Culworth (2); C. L. Snow (3). Third heat, G. I. Whitehead, 35 yards (1); H. C. Wakefield, 40 yards (2); J. E. Dauchy, 30 yards (3); L. Foster, scratch (4). Time, 1.29. Final heat, J. E. Dauchy, 30 yards(1); G. I. Whitehead, 35 yards(2). Time, 1.30 1-4.

Three-mile handicap, W. James, 25 seconds (1); G. I. Whitehead 15 seconds (2) H. C. Wakefield, 20 seconds(3). Time, 10.22 1-2.

Two-mile novice, H. J. Cudworth (1); E. E. Arnold (2). Time, 7.44 1-2.

One-mile open, L. Foster (1); G. I. Whitehead (2); J. E. Dauchy (3). Time, 3.22.

One-mile 3.20 class, J. E. Dauchy (1); H. C. Wakefield (2). Time, 3.24.

Two-mile lap race, L. Foster, 22 points; W. James, 19 points. Time, 7.08.

One-mile consolation, C. L. Snow (1); F. A. Bearse (2); S. H. Tyrell (3). Time, 3.30 3-4.

RACING AT SAN FRANCISCO.

The following are the results of the races held under the auspices of the San Francisco Bicycle Club, Sept. 10th.

One mile novice (ordinary)—Entries: A. U. Brown, A. S.; H. N. Egbert, S. F. B. C.; Louis Hinz, B. C. W.; L. G. Hodgkins. Won by A. U. Brown; Hodgkins second. Time, 3.04 4-5.

Five mile League American Wheelmen State championship. This was a walk-over for A. S. Ireland, he having no competitors. Time, 16.46.

Two-mile handicap—Entries: C. B. Wheaton, S. F. B. C., scratch; B. C. Austin, 180 yards; E. L. Favor, S. F. B. C., 165 yards. Won by Wheaton; Austin second. Time, 6.33.

One-half-mile dash—Entries: A. U. Brown, A. S.; W. S. Davis, S. F. B. C. Won by Davis. Time, 1.30 1-2.

One mile Rover type (record)—Entries: Charles P. Fonda, S. F. B. C.; F. E. Browning, B. C. W. Won by Fonda. Time, 3.16 1-4. This was a close and interesting race, but the Pacific coast record of 3.10 3-4 not being broken no medal was awarded to the winner.

One mile scratch—Entries: W. G. Davis, S. F. B. C.; C. B. Wheaton, S. F. B. C. Won by Davis. Time, 3.22. This was a slow and uninteresting race, the contestants being side by side throughout.

Three-mile handicap—Entries: A. S. Ireland, A. S., scratch; A. U. Brown, A. S., 160 yards; O. C. Haslett, A. S., 125 yards. Won by Ireland; Brown second. Time, 9.53.

One mile club contest—Entries: W. S. Davis, C. B. Wheaton, C. P. Fonda. Won by Fonda; Wheaton second. Time, 3.56.

THE NASHVILLE (TENN.) ROAD RACE.

The 30-mile handicap of the Nashville (Tenn.) Club, took place last week Thursday, and was a very successful event. Fifteen men faced the starter, and the result was as follows:

1—*J. D. Herndon,	Scratch.	9—J. Roller,	12m.
2—W. M. Leftwich,	15m.	10—J. B. Northern,	Scratch
3—F. W. Hamley,	10m.	11—J. Combs,	Scratch
4—F. N. Smith,	Scratch.	12—J. H. Hartung,	Scratch
5—F. Newson,	12m.	13—H. B. Caulkins,	3m.
6—W. Treece,	Scratch	14—G. C. Crause,	3m.
7—W. A. Whitmore,	Scratch	15—J. D. Crause,	3m.
8—W. Hartung, Scratch.		Did not finish.	

* Time, 2.21 1-2.

The race was a success in every respect. Though the roads were not of the best, yet everything was done by the management, aided by the generous support and interest of the public along the route of the race. Several headers were taken, but no serious damage was done. Hamly took the worst one, he was forced out of the road by a team, falling into a pile of stones, and cutting his chin badly and spraining his wrist and ankle. J. D. Crause became fagged and stopped.

The prizes were an American Champion roadster, presented by Messrs. Gormully & Jeffery. Medals for second place and fastest time. Mr. Herndon wins the bicycle and time medal. The machines ridden were: Herndon, 56-inch Victor; Liftwich, 54-inch Victor; Hamley, 54-inch New Mail; Newson, 54-inch New Mail; Treece, Columbia Light Roadster.

A GRAND FALL TOUNAMENT FOR NEW YORK CITY.

The Berkely Athletic Club, an opulent athletic club with a luxurious club building at 19 and 21 West 44th street, New York City, have just built recreation grounds at Morris Dock, on the Harlem River, at a cost of $15,000.

The grounds are fifteen minutes' ride from the Grand Central Depot on the N. Y. C. and R. R., and may also be reached by the elevated roads, and New York and Northern Railroad. They are less than two miles above Macomb's Dam Bridge, and may be reached on wheels by riding up Sedgwick avenue. No expense has been spared to make them the prettiest and most complete athletic grounds in the country, and we believe this object has been achieved.

A feature of the grounds will be the bicycle track. The track is four laps to the mile with scientific curves, raised on the outside eighteen inches, so that the highest possible speed may be kept up all the way. The track is twenty feet wide all round. Special accommodation is made for storing wheels during meets and over night, there being storage room for 150 wheels.

This new track will be inaugurated Saturday afternoon, Oct. 30th, with a grand bicycle tournament, on a more complete scale than any ever before given in New York City. The following events will be decided: One-mile bicycle novice, one-mile bicycle handicap, one-mile inter-scholastic (open to members of New York City private schools), one-mile bicycle handicap, two-mile bicycle handicap, one-mile bicycle (Rover type wheels) scratch, half-mile bicycle

scratch, two-mile inter-collegiate scratch, and one-mile consolation handicap. Valuable prizes, both beautiful and useful, will be given to first, second and third in each event. It is expected that the value of the prizes will attract the entries of all the fast amateurs. The handicaps will give every one a chance, and the consolation handicap, which will be handicapped on the grounds, will give the unsuccessful ones a chance to win a prize. For the one-mile handicap the first prize will be a solid silver cup, presented by the Pope Mfg. Co.

On the day of the races, special trains will be run direct to the track, on the New York and Northern and on the N. Y. C. and H. R. R., from 42d street depot, and round trip fare, including admission to the grounds, 70 cents. All wheelmen entering grounds on their wheels, admitted free. Competitors will find splendid dressing rooms and ample accommodation to witness the races. The track will be thrown open for practise from Oct. 14 to Oct. 20. The tournament is under the management of G. R. Bidwell, 313 W. 58 street, Captain of bicycling, Berkeley Athletic Club, and F. P. Prial, P. O. Box 444, New York, Editor of the *Wheel*.

KANSAS CITY.

[For some reason unknown to us, the United States mail failed to bring us copy for the first days' events at Kansas City. The letter bringing us the reports of the second days' proceedings, stated that the first days' report had been forwarded. Where is it and whose fault the non-arrival is, we cannot now say. We held our paper to the last moment, hoping the missing manuscript would materialize.—Ed.]

SECOND DAY.

St. Louis must want the earth. The representation from that city having scooped almost everything "scoopable," in the two days' racing. The attendance of some 500 odd, shivering spectators, was not a sight to warm up enthusiasm. But now to business, and here are the results:

One mile handicap. Percy Stone, scratch, (1), F. Mehlig, 10 sec., (2); N. T. Haynes, 10 sec., (3). Time, 3.15 1-4.

One mile novice. H. C. Jones, (1); M. W. Daniels, (2); F. W. Metcalf, (3). Time, 3.49.

Half mile open. Percy Stone, (1); H. C. Rittenhouse, (2); Harry Gordon and N. Hayes collided and fell. Time, 1.45 1-4.

Three mile Kansas State championship. Two starters. A. J. Henley, (1). F. W. Metcalf, (2). Time, 11 54 3-4.

Half mile without hands. Two starters. H. Gordon, (1); J. A. DeTar, (2). Time, 1.59 3-4.

One mile Missouri State championship. Jno. M. Hodgen, (1); F. Mehlig. (2); N. T. Haynes, (3). Time, 3.33 3-4. In this race Haynes lodged a claim for foul riding vs. Mehlig, but it was disallowed.

THE LANTERN PARADE AND THE EXERCISES AT THE EXPOSITION BUILDING.

Two hundred and seventy-five wheelmen, many of whom were in masquerade costume, mounted their decorated wheels at 8 o'clock, and started for the Exposition Building. Signor Liberati's bugle corps furnished the music for the parade. This corps was mounted on horses, and one of the tooters took a bad header from his equine. This was the only bad accident of the trip. At 9.30 the wheelmen reached the Building, here the wheelmen formed "at ease" in line, and were formally welcomed by Judge J. T. Philips. The effort of the Judge was serio-comic. His reference to the love of athletics as an evidence of culture and power was good, but when he said every thing in Kansas City was free of cost to the visitors, excepting the hotels and laundries he brought down the house.

John Stout astonished the natives by climbing up a flight of stairs on his Star much more easily than some people can ride on the level. The rest of the evening was spent by the wheelmen in promenading, listening to the music and of course flirting in bounds of propriety.

TIOGA (PA.) CYCLE CLUB RACES.

A heavy track and cold weather made fast time an impossibility at the above races, held last week, but a crowd of some 1500 people, many of whom were ladies, braved the rawness, and for their pains saw some excellent racing. Results:

One-mile, 3.20 class, was won by Isaac Van Deusen, Jr., with W. J. Grubb second, and J. H. Draper third. Time, 3.01 2-5.

One-third-mile, boys under sixteen—Won by Murray Killiner; C. W. Wrightly, second. Time, 1.03.

Two-mile lap—H. L. Kingsland, W. E. Crist and W. I. Wilhelm started, and finished in order named. Time, 6.12 2-5.

One-mile novice—Draper won, with Scott second; a close race. Time, 3.09 3-5.

One-mile tricycle handicap—Won by H. L. Kingsland, scratch; Jno. A. Wells, 100 yards, second. No other starters.

Half-mile, open to Philadelphians—Won by Isaac Van Deusen, Jr. Time, 1.28.

One-mile tandem bicycle—A walk-over for E. I. Halsted and L. A. Hill.

One-mile Frankford Club championship—Was won by J. Dyson. Time, 3.27 1-5.

One-mile open—*The* race of the day, and worth a journey to see. The first heat was won by Wilhelm, of Reading, in 3.00 1-5, after a hot race with Crist, of Washington, who was second. The second heat was a dead heat between Halsted, of the Pennsylvania Bicycle Club, and Kingsland, of Baltimore, who crossed the tape together in 3.13. In the final the men were bunched from the start, and as first one, then another, of the men took the lead the excitement grew intense. Halsted led at the finish of the first lap, with Wilhelm right on his wheel; Kingsland, by a pretty spurt, took the next lap, with Halsted second. The pace, already hot, was now increased, none of the racers relinquishing an inch, and as they came down the back stretch and rounded into the straight, all in a bunch, the crowd went wild. At the turn Kingsland cleverly slipped through, and by a magnificent effort, sent his wheel over half a length ahead of Crist, who finished six inches in front of Wilhelm, with Halsted six inches back of the Reading man. There was some dispute about second place, but the judges ruled that Crist was clearly entitled to it, and it so stands, although both the *Ledger* and the *Press* erroneously stated that Wilhelm had been awarded second.

One-mile, three minute class—S. W. Merrihew won; Van Deusen, Jr., second. Time, 3.03 4-5.

One-mile Rover safeties—Won by J. B. Pearson (100 yards); Egolf, second; McDaniel, third; last two scratch. Time, 3.01 3-5.

One-mile tandem tricycle—A walk-over for Kingsland and Wells. Time, 3.14 3-5. This was the final event.

S. T. Clark, of Baltimore, acted as referee. Ariel.

PITTSBURG (PA.) RACES.

Two very frigid days for the management of the races at Pittsburg last week. The attendance was shamefully small. Some of the racing was good, and the track was excellent. The absence of Temple from the professional contingent was felt and regretted. The amateur ranks were well represented. Results:

FIRST DAY.

Half-mile open—W. W. Windle, first; A. C. Banker, second; W. E. Crist, third. Time, 1-23.

One-mile novice—W. D. George, first; J. H. Gloninger, second. Time, 3.20.

Five-mile (professional) first heat, championship—W. A. Rowe, first; H. G. Crocker, second; W. F. Knapp, third. Time, 15.22 1-5; State record.

Half-mile, 1.35 class—W. D. George, first; S. A. Jessop, second. Time, 1.35 1-5.

Two-mile Pennsylvania L. A. W. championship—A. C. Banker, first; W. D. Banker, second; F. G. Lenz, third. Time, 6.03 1-5; State record.

One-mile, 3.30 class—W. D. George, first; W. L. Wright, second. Time, 3.21 2-5.

One-mile handicap—W. F. Knapp, 30 yards, first; R. A. Neilson, 50 yards; W. A. Rowe, scratch, third. Time, 2.52 3-5.

Two-mile open—W. W. Windle, first; W. E. Crist, second; W. D. Banker, third. Time, 6.15.

SECOND DAY.

One-mile lap—W. W. Windle, 14 points; A. C. Banker, 11 points. Time, 2.55.

Half-mile novice—W. D. George, first; W. L. Wright, second. Time, 1.38.

Three-mile (professional), second heat, championship—W. A. Rowe, first; H. G. Crocker, second; W. F. Knapp, third. Time, 8.57.

One-mile, 3.10 class—W. D. George, first; J. H. Gloninger, second. Time, 3.19 1-5.

One-mile (professional) handicap—R. A. Neilson, 50 yards, first; W. A. Rowe, scratch, second. Time, 2.51 1-5.

One-mile open—W. W. Windle, first; W. D. Banker, second. Time, 3.00 2-5.

Two-mile (professional)—W. F. Knapp, first; H. G. Crocker, second; R. Neilson, third. Rowe did not start. Time, 6.14.

Three-mile handicap—W. W. Windle, scratch, first; W. D. Banker, 150 yards, second. Time, 8.59.

THIRD DAY.

One-mile, handicap—W. W. Windle, first; A. C. Banker, second; W. D. Banker, third. Time, 2.58 1-2.

One-mile professional—R. A. Neilson, first; W. F. Knapp, second; H. G. Crocker, third. Time, 3.12. Rowe did not start.

Two-mile, 6.20 class—W. D. George, first; W. L. Wright, second. Time, 7.02.

Two-mile lap—W. W. Windle, first; W. D. Banker, second. Time, 6.20.

One-mile professional, final heat for championship series—W. A. Rowe, first; H. G. Crocker, second. Time, 3.00.

One-mile open—W. W. Windle, first; W. D. Banker, second; A. C. Banker, third. Time, 2.55 3-5.

One-mile, 3.20 class—W. D. George, first; J. H. Gloninger, second; W. L. Wright, third. Time, 3.23. A very close call for Mr. George.

Two-mile handicap, professional—H. G. Crocker, 20 yards, first; W. A. Rowe, scratch, second; W. F. Knapp, 50 yards, third. Time, 6.11.

Five-mile L. A. W. State championship—W. D. Banker, first; A. C. Banker, second. Time, 16.28.

A BOSTON BOY ON THE PACIFIC COAST AND IN THE YOSEMITE.

HAVING lately returned from a three months' pleasure trip through California and the Northwest I thought a short account of the trip might be acceptable.

I left Boston about the first of May. My route lay due southwest, going as far south as Santa Barbara and Los Angeles. Although I took no machine with me yet I managed to get a good ride in about every town at which I stopped. At Santa Barbara I went out riding on a safety, geared very high, and with extra long cranks. I noticed the wind was blowing at a pretty good clip, but took no notice of it, as this place borders on the ocean. When I reached my destination and started to return, I found to my surprise that the wind was blowing a gale, and was carrying huge volumes of sand with it. To ride against this was almost out of the question, but by continually tacking over the road I managed to arrive at the hotel. There I was informed that I had met a "sand storm," and it was rightly named These storms prevail at intervals, and are accompanied by a warm, dry wind. A pelting New England rain storm would be far preferable to one of these. Here I also met Spiers, the long-distance rider, who claims to have beaten Stevens' trans-continental record by several days.

At Pasadena I met Mr. Arthur L. Atkins, well known to all Boston wheelmen, and who was connected with the Pope Mfg. Co. for several years until his health required him to seek a milder climate.

At San Francisco I was taken in hand by the San Francisco Bi. Club and was royally treated. This is one of the oldest clubs in the United States, there being, I believe, but two older in this country. I was given a "smoker" and reception, in fact their hospitality seemed unbounded. It is to the San Francisco Bicycle Club in general, and Messrs. Houseworth, Strong and Green in particular that I wish to extend thanks for many kindnesses to me.

The roads through Southern California are rather sandy, but can be ridden easily. Some of the roads outside of San Francisco are in very good condition; the fact that I saw a twenty-five-mile road race run off, against a strong wind, in 1h. 34m. will attest.

Of course the principle ride near the city is in the great Golden Gate Park. This is open to bicyclers on all days, but on Saturdays and Sundays, riding is restricted to one or two avenues.

The road bed is hard and level, being made from red rock, with a surface of the ground rock on top. It is equal to, if not better than, the road around Chestnut Hill Reservoir. It is about five miles from the entrance to the Cliff House and Seal Rock. It was great sport to ride out to this place and see the huge seals floundering around and hear their bellowing. They literally cover these huge rocks, and as the government imposes a heavy fine upon anyone molesting or shooting them, they are quite tame, and at times come very near the shore.

Going out one afternoon with a young lady, we secured a tandem tricycle at cyclery, and started off for a ride through the park. The young lady, before starting, succeeded in impressing upon me the fact (?) of how ignorant she was about tricycle riding, but ere we had gone far I found out how greatly she had misrepresented the state of affairs, for she made one of the best partners on a tandem that I ever rode with. Before we had gone far we met a young man who decided to "tackle" us. Off we started, up hill and down, we holding our own and gradually giving the young man a clearer and more distinct rear view. Finally he admitted that the "bean-eaters," as he called us, did understand the "rudiments" of how to ride a machine. I found out later that he was one of the local fliers.

Later on we were met by the ever genial and popular Houseworth, who took us "hill climbing."

Another evening, leaving the Palace Hotel, my lady friend and myself started for the Park, and when about a mile from the Cliff House our gearing loosened, and at one time it looked as if walking would be our fate. Hailing three riders and asking assistance they very kindly consented to pull us back to town, but how? We had no rope or strap. A bright idea soon struck one of the number. Asking me to escort the young lady off on one side, I found to my great amusement that they had tied their suspenders together, and were going to tow us along, attached to their safeties. It is needless to say that the young lady was as much amused as I was. We finally found out what was the matter with the wheel, and were able to pedal back. After thanking the riders for their kind intentions we left them, and for a long time we could hear them laughing over the adventure far down the road.

The cyclists here are strong riders, and are very enthusiastic over the sport. There is great rivalry between the different clubs. They have an inter-club association which compares very favorably with our Eastern Road Club. They give two or three races during the year, and the finish of the race which I saw run off at San Leando was as close as any road race I ever witnessed.

The safety pattern machines are very popular in the West, and difierent agents I met were frantic on account of the non-arrival of this type of wheel.

The San Francisco wheelmen were very anxious to have me stay and attend the third annual meet of the California wheelmen, which was held at Stockton July 4th, but as I wanted to visit British Columbia and the Yellowstone Park I was obliged to say good-bye to the city where I had been so nicely entertained.

Of the Yellowstone Park there is just one word I can use that would describe it adequately, and that word is AWFUL. It comes nearest to the infernal region of anything I ever heard described or ever hope to see. The hot sulphur springs emitting nauseous gases and vapors, the geysers spouting forth huge volumes of water, the peculiar and grotesque formations and hot, parched earth, are sights never to be forgotten.

The geysers have regular intervals of eruption, but can be made to break forth any time by throwing a piece of soap into the crater. A Chinaman, ignorant of this fact, had started a small laundry establishment near the Upper Geyser Hotel, and used to boil his clothes in one of the geysers between the eruptions. Not knowing this fact he once put a piece of soap into the geyser, and Mr. Chinaman, clothes and establishment went "sky high." When he reached the ground he started *immediately* out of the Park, muttering something about "Melican mannie hellie," and has not been seen in the park since. The geyser is named "The Chinaman," in his honor. I was six days in the park, and it is my belief that the roads can be ridden over on a machine, with the exception of a few bad places, and it is my intention some time in the future to ride through the Yellowstone Park on a bicycle.

Yours, etc., W. K. COREY.

"S. S. S."

[SUSIE.]

"WHY, Jennie, dear, how bright you look,
With sparkling eye and flying tress;
Not long ago your walks you took
With languid step and failing breath,
And in your weariness it seemed
A solemn race with death.
What magic art has caused the change
I'm at a loss to guess."

[JENNIE.]

"My dearest Sue, I'll never cease
My prayer to heaven, to bless
The man who first gave to the world
The wondrous S. S. S."

[SUSIE.]

"I'll hie me to the man of drugs,
But still I must confess
A doubt that all this youth renewed
Is merely S. S. S."

[JENNIE.]

"But, Susie, wait a moment, while
I make my meaning clearer,
No wondrous drugs brought back my health,
But 'Singer's Straight (bar) Steerer.'"

"WHIRLIGIG."

IT is rumored that the G. J. C. intend to bring out a lady's bicycle as one of their novelties for 1889.

IT seems to be hard to head the Victor Cycles in a road race. Riders of these wheels finished first, second and third in a field of fifteen starters at the thirty-mile handicap road race in Nashville, Tenn. The winner started from scratch.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

NOW is the time of the year beyond all others the best for riding, why not the best for recruiting? We must have 12,000 this year, for it should not be said that we have gone behind the record of last year and the margin between last year's record and 12,000 is very small.

IT should be remembered that all memberships have been extended to April 30, and that the person who joins the League now will remain with us till July 1st of next year. This may be employed as an argument in debating the advantages of League membership.

AT the League Meet in Baltimore the Secretary said that in the future the National body would have the alternative of being a creditor to the Divisions or calling for a popular subscription. The popular subscription called for has not been responded to with the unanimity expected and the other alternative will have to be resorted to. The League cannot be run without money. The Divisions now get the lion's share. Many of them use the money to advantage. Others do nothing. The ones that work have nearly all subscribed to the fund. Those that do nothing have been true to their record in this case as in all others. The National organization works all the time and it must have funds. We hope that Chief Consuls will make a note of this.

WE are out with the ladies when this paper is before the majority of our readers, and we do not doubt we are enjoying ourselves. The Ladies Annual Tour to the North Shore of Massachusetts was the most successful of all League tours last year, and we believe it is the only League tour of 1888. The ladies are loyal to the organization and always ride under its auspices.

HAVE the State Divisions given enough attention to the guide board question? Massachusetts, New York and Rhode Island have given time and money to the establishment of a good system of guide boards on the roads of their respective states and the results have been most satisfactory. Other States should take up this work and push it.

WE were shown this week what looks to be a practical electric motor for tricycles. It weighs but twenty-five lbs., can be easily attached to any machine, and has one-eighth horse power. We do not doubt it will drive a tricycle, but it has the objection that all storage battery motors must have, and that is, that it will run but three hours when it must be re-charged at some place where there is a dynamo. It must be remembered that dynamos do not grow on every bush, nor does every village boast one, and the unlucky wight who finds his battery run down when he is ten miles from home will have to carry the twenty-five pounds of dead weight. Moreover if he should find a dynamo close at hand it will require just as long to charge the battery as it will afterwards run. The plan contemplated is to have batteries ready charged at electric stations and a quick transfer can be easily made. The perfection of the plan is, we are afraid, a long way in the future.

THE *Wheel* has a long article on racing. It presents many of the evils of the present system, but it does not emphasize as it should, the curse of all race meetings. We allude to the presence of men on the track who have no business to be there. These are not hoodlums, they are men who ought to know better than force themselves where they are not wanted. At the last meeting we attended (at Providence) there was a crowd about the finish line and in the judge's stand, that made the duties of the officials very arduous and ineffective. Two policemen tried again and again to clear the track but the crowd always drifted back. No man had a right on that track or in the stand unless he was there in an official position, and yet members of the promoting club, all those who went down from Boston, and many friends of the officials forced themselves where they had no business to be, and put their friends, the officials, in the delicate position which compelled them either to have the members ejected by the police or snbmit to the infliction. The club invited the lady members to occupy the judge's stand, but men crowded into the stand and the ladies were forced into the background where they could see nothing. The referee had difficulty in getting to the rail and was hampered in his work. This does not apply to Providence alone, though we have instanced this case because it was fresh in our mind, and because our remarks which are very plain apply to some good friends of ours who will know that they are being talked to and reminded that they have offended good taste. We do not doubt that these good friends of ours would resent it if they were called no gentlemen, and yet we cannot conceive of any other verdict they could arrive at did they give a few moments to a consideration of their laches. No man has a right in the judge's stand of any race meeting (nor on the track) unless he is there in an official capacity. When he goes there he hampers the work of the officials, endangers the racing men and obstructs the view of those who are on the seats If the coat we have made fits any person or persons who may read this we hope that he or they will wear it when next the opportunity occurs.

THE Maryland Division has taken action that will lead to the carrying of a lamp after nightfall by every cycler. At the late meeting of the Board of Officers the Chief Consul was directed to send a communication to each member of the Division, requesting every rider to carry a lantern at night, and if such is not generally done the Board of Officers may find it necessary to ask the proper authorities to make such regulations compulsory. We quote from the circular issued by the Chief Consul.

"You know the League is fighting for the rights and privileges of its members—against prejudice which I find fast disappearing—and that all the weapons, such as right, might and diplomacy are wielded by willing hands. The present action is in the line of diplomacy. If we ask for protection against prejudice it is diplomatic to illustrate to prejudice that the wheelmen are willing to go two-thirds, or even all the way, to meet the blind god and shake Justice by the hand. Our fascinating cycle *is* a "silent steed" and no mistake. In the darkness it glides up swiftly on the unwary, and is sometimes a dangerous thing to the incautious. We put on a "light" as a warning to others and as a means by which we can see to do our part to avoid collisions.

If some clever Generel could invent a way to disarm the enemy he would unquestionably have the victory in every battle and live to fame as the greatest military genius of history. Your Board proposes to gain a victory in this State by the same means—disarming the enemy. It is proposed that the "Kickers" shall have no just cause for their usual terpsichorean exercise.

We take every known means of discounting complaint against us. We say to the natural enemies of the cycle:

"Gentlemen, we are using every reasonable precaution to avoid accidents to you or ourselves, and now we ask you to view us without prejudice and accord us the same consideration (and no more) that you would the rider of any other means of locomotion."

In a "court case," to show such a healthy state of affairs, would go a long way with the just judge.

If we ask for "rights and privileges" we should do our best to show we merit them. Brother "crank" or lever, won't you assist us in this matter by acquiesence in the "request" of the Board?"

Maryland.

The Voshell House of Chestertown, Md., has this day been appointed a Leage Hotel.

Regular rate—Per day, $2; breakfast, 50c.; dinner, 50c.; supper, 50c.; lodging, 50c.

Special rate—Per day, $1.50; breakfast, 37 1-2c.; dinner, 37 1-2c.; supper, 37 1-2c.; lodging, 37 1-2c.

Fraternally, ALBERT MOTT, C. C.

Maryland Division.

Meeting of the Board of officers Maryland Division L. A. W. at Maryland Bi. Club House, Saturday, September 15, 1888. Chief Consul Mott in the chair and Messrs. Mealy, Bartlett, Sadler, Eisenbrandt and Le Cato present.

The Chair read the rule under which the meeting was called and announced that the Maryland Division

was entitled to two representatives to the National Convention and declared that nominations were in order—the following gentlemen were nominated; Messrs. J. Kemp Bartlett,Jr., Clymer Whyte,Sam'l T. Clark, C. L. Mitchell and Jas. B. Reed—Mr. Clymer Whyte received five votes on the second ballot and was declared elected a delegate—Mr. J. Kemp Bartlett was elected the second delegate.

A motion was carried that a "Sinking Fund" of $1000 be created and a committee of three appointed to select suitable investments with power to act. The Chair appointed Messrs. Bartlett Le Cato and Mealy as the committee.

A motion was carried, authorizing the Chief Consul to purchase a desk for his own use. A similar motion was carried authorizing the Chief Consul and Secretary-Treasurer to purchase supplies incidental to their offices. On motion, Messrs. Barrington, Sadler and LeCato were appointed a committee to draft By-laws.

A motion was adopted that the Chief Consul direct a communication to each member of the Division requesting every rider to carry a lantern at night for if such is not generally done the Board of Officers may find it necessary to ask the proper authorities to make such a regulation compulsory. Adjourned 10,56 P. M.

E. F. LeCato, Secretary pro tem.

Maryland.

The following Local Consuls are reappointed from this date for the towns opposite their names respectively.

H. McStouffer, Hagerstown.
Louis Dashiell, Princess Anne.
Carl Sykes, Ellicott City.
W. W. Blake, Catonsville.
Charles L. Mitchell, (East) Baltimore.
G. Herbert Beckley, Reistertown.
Clarence Hodson, Crisfield.
R. Harry Patchett, Easton.
E. L. Gernand, Mt. Washington.
W. N. Coale, Havre de Grace.
J. D. Armacost, Finksburg.
M. L. Biehl, York Road, Carroll Co.
L. P. Smith, Hyattsville.
J. H. Cunningham, Westminster.
Wm. L. Conley, Tennallytown.
D. C. Gilbert, Leitersburg,
Geo. W. Karl, Carroll P. O., Baltimore County.
Thomas Martin, Arlington.
C. H. McClenahan, Port Deposit.
Chas. E. Geesey, Louistown.
Frank Keating, Centreville.

Mr. A. C. Willison is appointed Local Consul for Cumberland, Md.

Recruiting circulars have been mailed to each of the Consuls, and good results are anticipated.

Fraternally, Albert Mott, C. C.

League Club.

The Cyclists Touring Club, of Albany, N. Y. has applied for admission as a League Club. President, John A. Paterson; Secretary, Geo. W. Harrison; Treasurer, A. H. Scattergood. No. 209.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 159—Total 59—11,502

Boston, Oct. 5, 1888.

Colorado Division—1—58.

Social Wheel Club.

20705 Holzman, J. B., 1209 15th st., Denver

Connecticut Division—3—466.

Springfield Bi. Club.

20706 Hendee, Geo. M., So. Manchester

Winsted W. Club.

20754 Brown, Eugene S., Winsted

Unattached.

20707 Kurtz, Fred K., Box 201, Ivoryton

Illinois Division—3—716.

Illinois Cycling Club.

20755 Knisley, G. F., 429 Monroe st., Chicago
20756 Knisley, H. C., 429 Monroe st., "

Joliet Cycle Club.

20753 Mahoney, Joe, 1013 Cass st. Joliet

Kansas Division—1—151.

Unattached.

20757 Haines, Chas., Sabetha

Maine Division—1—143.

Unattached.

20708 Damon, Walter K., Pittsfield

Maryland Division—1—453.

Centaur Cycle Club.

20758 Search, W. Warren, 1003 E. Balto' st., Baltimore

Massachusetts Division—5—1213.

Newton Bi. Club.

20709 Martin, Edwin S., Newton

Unattached.

20733 Fuller, W. R., Arlington Heights
20729 Cutting, Frederick, 28 Felton Hall Cambridge
20759 Donohue, D. F., M. D. 240 Maple st., Holyoke
20760 Butler, Albert, Box 464, Peabody

Minnesota Division—2—114

Unattached.

20743 Brown, Ernest C., 2811 2nd ave. S. Minneapolis
20744 Hench, W. R., 211 Central ave., "

New Jersey Division—4—711.

Freehold Cyclers.

20710 Brown, T. J. R., Manasquan

Unattached.

20749 Kenny, James F., Madison ave., Cresskill
20730 Parker, W. F., Verona
20734 Waters, Geo. H., 291 Eighth st., Jersey City

New York Division—15—2378.

C. T. C. Club.

20711 Bradford, James, 595 Broadway, Albany
20712 La Rose, A. W., 3 Madison Place, "
20713 Leake, R. B., 154 Lancaster st., "
20714 McArdle, W. H., 75 State st., "
20715 Mix, D. E., Ins. Dep't Capitol, "
20716 McArthur, Chas., 2 James st., "
20717 Simmons, H., 92 State st., "
20719 Wheeler, E. J., 290 Lark st., "
20718 Snyder, F. T., Van Wies Point

K. C. W.,

20720 Beckwith, J. T., 363 Pacific st., Brooklyn
20721 Hutton, A. R., 575 Quincy st., "
20722 Murphy, Chas., 9 Wall st., "
20723 Newman, Wm., 28 Jay st., "
20724 Schrimer, H. C., 70 Halsey st., "

Unattached.

20761 Angell, A. H., 513 Vanderbilt ave., New York

Ohio Division—8—916.

Cincinnati Bi. Club.

20731 Nelson, A. T. A., Campbell Creek Coal Co. Cincinnati

Toledo Cycling Club.

20739 Cone, Thomas D., Superior st., Toledo
20741 Lowton, Harry B., Stevens & Co., "

Unattached.

20732 Hopley, J. W., Bucyrus
20725 Brown, Melford R., Cadiz
20726 Kempton, Dr. H. M., 523 Chase st., 25th Ward Cincinnati
20740 Cook, L. V., 1601 Nettie st., Toledo
20742 Pollman, Henry, 21 St. Clair st., "

Pennsylvania Division—5—1433.

Alleghany Cyclers.

20750 Petticord, John P. Jr. 427 Wood st., Pittsburg

Bradford Wheelmen.

20735 Lavens, C. A., Bradford

York Bi. Club.

20751 Ruby, Samuel, York

Wissahickon Wheelmen.

20762 Ball, W. H., 431 Chestnut st., Philadelphia

Unattached.

20736 Knapp, A. H., Morris Run

Rhode Island Division—2—249.

Unattached.

20737 Nickerson, Browning B., 22 Exchange place, Providence
20738 Shattuck. Clarence E., 105 Chester ave., "

Tennessee Division—2—61.

Clarksville Cyclers.

20752 Major, Chas. L., Clarksville
20763 Daniel, F. D., Clarksville

Texas—3—34.

Dallas Wheel Club.

20745 McMaster, W. V., 803 Main st., Dallas
20746 Skeleton, H. M., "
20747 Weil, Joseph, Box 46, "

Virginia Division—2—110.

Norfolk Cyclers.

20728 O'Neil, E. W., 215 Bute st., Norfolk

Unattached.

20727 Murrell, Geo. E., Colemans Falls

Wisconsin Division—1—93.

Unattached.

20748 Turner, W. J., Waukesha

Application for Membership in the L. A. W.

....., 188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, ... *P. O. Address,*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

Membership Fee.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

COLUMBIA BICYCLE FIRSTS.

Richfield Springs, N. Y,, Aug. 15		7 out of 12
Cheltenham Beach, Chicago, Aug. 25 (including 1 and 2 mile State championships)		10 out of 12
Newcastle, Pa., Aug. 30		8 out of 11
Buffalo, N. Y., Sept. 4 to 8		15 out of 25
Philadelphia, Sept. 10	*The man who*	7 out of 11
Hartford, Conn., Sept. 13 and 14,	*makes a good road-*	11 out of 17
Penn. Bicycle Club, Sept. 15	*ster may not be able*	8 out of 11
Roseville, N. J., Sept. 21	*to make a good racer,*	5 out of 9
Poughkeepsie, N. Y., Sept. 21 and 22	*but the man who*	9 out of 18
Muscatine, Ia., Sept. 22	*makes a good racer*	2 out of 2
Pittsburg, Pa., Sept. 24 and 25 (Professional World's Championship, 3 and 5 miles)	*can't help making a*	
Bristol, Conn., Sept. 25	*good roadster.*	5 out of 8
Providence, R. I., Sept. 27		5 out of 7
East Hartford, Conn., Sept. 29		5 out of 7
Queens County Athletic Club, L. I., Sept. 29		5 out of 7
		102 157

THE FAMOUS, STAUNCH, RELIABLE

Rudge Light Roadster Bicycle.

AN INTERNATIONAL REPUTATION.

A few slightly shopworn new Rudge Tandems and Rudge Humber Tandems, and also a limited number of shopworn Rudge Bicycles at a reduction.

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FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 12 OCTOBER, 1888.

Volume XVII.
Number 24.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

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SACRIFICE. A 53-inch '88 Columbia Light Roadster; run about 50 miles; all nickel but rims; all balls; spades; Kirk. saddle; too large for owner; *at your own price.* Best offer over $100 takes it. Give us a bid. Sent C. O. D. for inspection. NELLIS & TABER, Herkimer, N. Y.

A Few Second-hand Springfield Roadsters,

in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

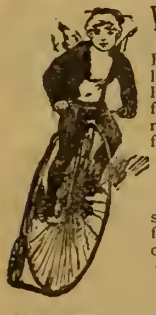
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BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

HALL Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



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20 Different styles, 20

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MY CYCLING LOG BOOK. By "Papa" Weston. The transitory pleasures of cycling can be made as permanent as its physical benefits, by jotting down in a well devised log book, the distances and incidents of one's various journeys. Knowing that such a record is a most pleasant thing to have, and believing that the keeping of such should be encouraged, as tending to the permanent good of cycling in more ways than can be referred to here. The Log Book is handsomely and strongly bound in red leather, will last for years of constant use, and is the best arranged book of its kind ever yet devised. It fills a want often felt by the cyclist who values records of interest for future reference. Price, post paid, $1.25 For sale by Bicycling World Co., 12 Pearl st., Boston.



Reduced Price.

We have made arrangements whereby we can offer

CLUB SONGS for WHEELMEN,

Published at 25 cents,

—FOR—

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20 Songs for 15 cents.

BICYCLING WORLD, 12 Pearl St., Boston

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

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MANUFACTURER OF

Bicycle and Athletic Medals,

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BY GEO. B. THAYER.

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In this Department, 15 cents a line. ☞Cash must accompany the order.☜

SALE OR EXCHANGE—1888 pattern Victor Tricycle for Rover-Type Safety or 50 or 52-inch Victor or Columbia Light Roadster, '88 pattern. Address L. A. W. 9937, Hornellsville, N. Y., Box 305.

FOR SALE—A Canvas Cruising Canoe, 14x30; new and in first-class condition; also Canvas Cruising Canoe, 14x27; 3 years old, but perfectly tight. Both VERY CHEAP FOR CASH. F. R. WEBB, Staunton, Va.

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BRUNSWICK & BALKE Pool Table, Monarch cushions; used but two seasons at a private club; in A1 condition; everything about table complete, balls, cues, bridges, racks, &c. Best offer takes it. A. L. BIERY, No. 631 Hamilton st., Allentown, Pa.

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The number drawing the $10 Cyclometer, given as a prize by J. C. Travis, manufacturer of the Ross Improved Detachable Luggage Carrier, is 180. Number drawing the $5 Cyclometer is 175. The parties holding these numbers please forward their names to the manufacturer, stating the make desired.

J. C. TRAVIS, Mfr.,
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BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

TRAINING FOR AMATEUR ATHLETES, WITH SPECIAL REGARD TO BICYCLISTS. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

TWO PILGRIMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Discovered the manner of their setting out, their dangerous journey and safe arrival at the Desired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous illustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.

RACING MEN.

DON'T FAIL TO ENTER THESE EVENTS,

GRAND FALL TOURNAMENT

—OF THE—

Berkeley Athletic Club,

TO BE HELD AT

Morris Dock, New York City,

—ON—

SATURDAY, October 27, 1888, at 2.30 P. M.

Programme:

1 Mile Bicycle, Novice.
1 Mile Tricycle Handicap.
1 Mile Bicycle, Interscholastic, open to pupils in New York City private schools; to be won twice.
1 Mile Bicycle Handicap, Columbia Cup.
2 Mile Bicycle, Handicap.
1 Mile Rover Type Bicycle, Scratch.
1-2 Mile Bicycle, Scratch.
1 Mile Consolation, Handicap.
2 Mile Bicycle, Intercollegiate; open to students in colleges.

Valuable Prizes to First, Second and Third in each event.

Entrances Fee, 50 cents each event. Close October 22d, with F. P. Prial, P. O. Box 444, or G. R. Bidwell, 313 West 58th street, New York.

The track is a new quarter mile path, built especially for fast time. The grounds can be reached by New York and Northern Railroad, or N. Y. C. and H. R. R. Both roads will run special trains direct to grounds on day of races. Fare, round trip and including admission to grounds, seventy cents. Admission, fifty cents. All Bicyclists on wheels admitted Free.

THE STRONGEST KNOWN
Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH. 12 Pearl Street. Boston, Mass.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

Buy no more Ready-made Clothing. Send 6c. for Fall and Winter samples, make selection, take your measure by our simple rules, and order our

Celebrated $3 Custom-Made Pants.

Pants, $3.00 to $8.00.



Suits, $13.25 to $30.00.

Coats, $8.00 to $20.00.

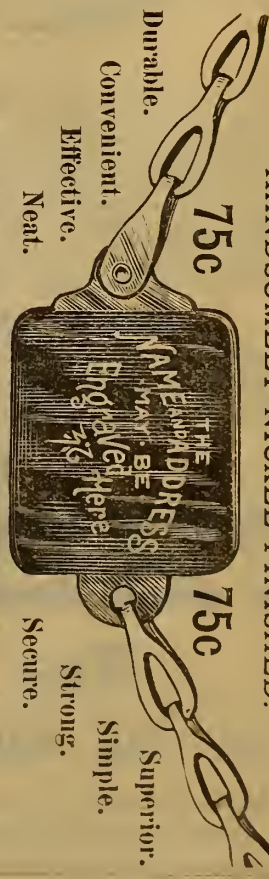
Overcoats, $12.00 to $30.00.

Tailor made Garments for the Ladies on the same basis of popular prices. Send for samples, rules for measuring and fashion plate of Jackets, Ulsters, &c., $8.00 and upwards.

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HANDSOMELY NICKEL FINISHED.



Durable. Convenient. Effective. Neat. Superior. Simple. Strong. Secure.

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HEALTH UPON WHEELS. By W. Gordon Staples, M. D. Contents: What is meant by Health; Health of the Skin; Baths and Bathing; The Morning Tub; Rules for Seaside Enjoyment; Dyspepsia; Errors in Diet; The Man and the Stomach; Remarks on Diet; Drinks on the Road; Advice on Training and Exercise; Medicines in Training; Road Comforts; How to Ride; Clothing; Care of the Feet; Care of the Hands; Soap—Toilet Requisites; Calmatives—Nervousness—Sleeplessness; Mineral Waters; A Tourist's Filter. Price by mail, 50 cents. For sale by Bicycling World Co., 12 Pearl st., Boston.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

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Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $0.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

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WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley. E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succesession. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. Bicycling World.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass

THROUGHOUT THE YEAR

THE NEW MAIL

Has Been Right at the Front!

ON THE ROAD AND AT ALL MEETS AND TOURNAMENTS

Has won many races, and we believe No Roadster has ever been brought out which has had a more flattering reception by wheelmen. We have had no professionals in our employ to win races (as is a common practice), but the NEW MAIL has won its share of leading events. Here are the reports of past week:

At New Orleans Tournament the New Mail won the Southern Championship, the New Mail won the State Championship, the New Mail won the N. O. Club Championship, the New Mail won the 2 1-2 mile race.

And at the Penna. Tournament the New Mail won 3 out of 4 first prizes.

The NEW MAIL is first-class, and it has Trigwell's Ball Head.

Send 6 cents in stamps and get a fine photograph.

WM. READ & SONS, - - 107 Washington Street, Boston.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING
FOUNDED 1878

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 12 OCTOBER, 1888.

BY winning the two out of three match races, W. A. Rowe has established his title to the championship of the world. The races just run, the account of which appears in another column, have been satisfactory in that both men were in the pink of condition, and the races were run in a fair, sportsmanlike manner. We understand that Rowe will now retire from the track, if he does, he has made a fitting finale to an honorable career as a professional racing man.

AN article in *Bicycling News* of Sept. 29, under the head of "A Trip to Denmark," describes how the Danish ladies, at the bicycle race meeting lately held at Copenhagan, bet their money in true sportsmanlike manner on the results of the races. This feature was of course a peculiar one to English and American eyes, but the Danes did not seem to look on it as anything extraordinary. Public sentiment in this country would have to take a good shaking up before it would accept open gambling by ladies as a feature of cycle racing.

WHY should the foreign professionals growl? One thousand dollars and over is fair pay for a four weeks' jaunt, and we therefore cannot understand their bitter disatisfaction as expressed in the English cycling papers just at hand. If the feeling of disgust is caused by the fact that every dollar of the prize money did not find its way into their pockets then we can only lay the disappointment to the peculiar Anglo-Saxon desire to own the whole wide earth. The track *was* wretched, but the pros. got the money they won and what more could they ask? Certainly the results may not have been as they could have wished, but whatever the conditions of track were, they were equally bad for every man. There is no reason why the English papers should speak of the races from our visitors' standpoint as a "frost," a "fizzle," and this country as the "land of gas and bunkum." None regret more than ourselves that the water played havoc with the foreigners, certainly that trouble could not be laid at the door of Manager Ducker.

Morgan, who went personally responsible and advanced the expenses of Dubois and Lees, did all he could for the visitors' comfort, and received no recompense whatever from any source. The visitors were not charged entrance money and won over a thousand dollars, while others, who won comparatively nothing, were charged full entrance fees.

POSTPONEMENT.

THE Berkeley Athletic Club, on account of rain, which prevented the track being finished in time, has been postponed to October 27. The full list of events will be found in our advertising columns. The prizes have already been selected, and are very costly and beautiful. There will be gold and silver watches, stop watches, diamond rings, and other valuable articles of jewelry offered to first, second and third in each event. A number of prominent amateurs have already entered. Racing wheels may be used in all events, and safeties may be used in the regular open events.

THE NORTH SHORE LADIES' TOUR.

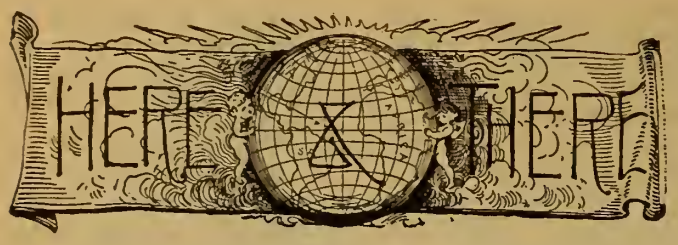
THE annual Ladies' North Shore Tour has been brought to a successful ending, and the members of the party are already planning for the tour of 1889, the itinerary of which will probably be along the South Shore. The rendezvous at Wolfe's Tavern was reached by the following members of the party on Wednesday evening last: Mr. and Mrs. Charles Hopkins, Dr. and Mrs. W. Southwell, Mr. and Mrs. Abbott Bassett, Mr. and Mrs. W. W. Stall, Mr. and Mrs. G. W. Smith, the Misses Maggie and Jennie Kirkwood, Mr. and Mrs. Elliott Mason, H. M. Tarr, Mr. and Mrs. William Hale, Mr. and Mrs. G. J. McArthur.

The evening was pleasantly spent in song and recitation, and then beds were sought and rest taken in anticipation of a long day on the road. Breakfast dispatched, the order to mount was given, and the route to Essex Woods, where an excellent lunch, provided by the proprietor, was discussed. During the morning the party was joined by C. R. Dodge and C. T. Chapman, riding a Traveller tandem. When first seen Messrs. Dodge and Chapman were wildly careering down a steep hill. The joy of the tandemons was evidently extreme and extreme means were requisite to indicate that joy. Mr. Dodge was seen to shoot up in the air, turn over and come down into a posture suggestion of an Eastern salaam, while Mr. Chapman was so overcome that he lay down and the tricycle perched peacefully on his chest. That the tourists appreciated the exuberance of feeling that prompted such a display, goes without saying.

The trip from the Woods to Gloucester was without incident. Mr. Dodge was particular to impress each of the party "confidentially," that the gyrations and genuflextions of the morning were not what might be vulgarly a "header," but were well timed and intentional to the last degree. Gloucester and supper and then music and literary exercises by Mrs. Hopkins, Mrs. Mason, Mrs. Linnell, Miss Fay Davis and Mrs. Dr. Southwell. Abbot Bassett presided, and held the gavel, restraining the hilariousness, when in his estimation it became too hilarious.

A good night's rest and a good breakfast next morning, and then all aboard for Cape Ann. *Ohne hast* in all its force was the watchword on this day, and the whole day was used up in travelling the circuit of sixteen miles. The dinner at the Linwood gave way to a jolly picnic, a great improvement on the more formal meal. All the sights of the Cape were enjoyed, and then back to Gloucester, a good dinner at the Pavilion and another night of jollification.

Saturday broke dull and threatening, but the tourists were not to be scared by black clouds and a spatter of rain, and so Willow Cottage, Magnolia, was headed for and reached in due time without much rain. Rafe's Chasm and Norman's Woe were visited, and then, though the rain was coming faster, the party went for Salem. During this part of the trip the order was given to "go as you please," those, therefore, that had the desire and capacity to scorch got to the Essex House, Salem, as fast as they could, not before, however, they were wet to the skin. The "ambulance" had dry clothes aboard, and so the riders rather enjoyed the ducking. It was a pretty hard ride from Magnolia to Salem, and had not the riders taken to sidewalks they would have been "mired." It rained in torrents next morning, and so the party dispersed and got back to their respective homes via railroad; Mr. Mason and wife, however, staid over and visited Marblehead on Tuesday.



NEW YORK.

"HAWKSHAW."

THE six-day race on road-sculler tricycles began at Madison Square Garden, at 12 midnight, on Sunday. The promoters of the affair are the manufacturers of the wheel, and they secured the entry of almost all of the prominent professional oarsmen in the race. The managers advertise $10,000 as the amount to be divided between the contestants, who are to compete ten hours daily. Among other statements is one that meets with much distrust on the part of wheelmen, and that is that the road-sculler can be driven at the rate of twenty miles an hour upon an ordinary road. Speaking of a rowing tricycle reminds me that one would naturally expect from his name, that Rowe would ride one of these wheels.

A BACKWARD spring often saves an early fall.

IT is a wise man who knows his own portrait when it is printed in a wheel paper.

THE fashionable fall colors for wheelmen will be black and blue, that is if they fall hard enough.

GLORY comes often times in peculiar forms. Tom Stevens, famous from his cycling performances, has had a race horse named after him.

A DOZEN or more of the Citizens' Club left Saturday for Milford, Pa., for a week's outing a-wheel over the famous Milford and Pike County roads.

THE New York Athletic Club will probably have Windle ride under their colors in the near future. I understand that the overtures came from the Windle end of the line.

I HAVE a new English joke for you. Why does Rowe remind you of the screw of the Umbria? Give it up! Of course you do, every body always does in trying to find the point of an English joke. Well, the answer is that Rowe is a wheel propeller, and the screw is a propeller wheel. See! Funny, is it?

I AM informed that Wanamaker, not satisfied with the trade he has secured from wheelmen through manufacturing the L. A. W. uniform, has made a bid for their further patronage in a new direction. When the bids were opened for the furnishing of the new club house of the New York Bicycle Club it was found that Wanamaker was considerably below any of the others, and the contract was awarded to him. He furnishes the house complete from the basement to the roof, with everything from the billiard tables to the table linen. This hint may be of value to future House Committees.

MR. GEORGE M. NESBIT, of the New York Club, thinking that a "demon" would be an appropriate mount for a record "fiend," ordered one of those wheels from England and placed his Rudge upon the market for sale. On Sunday Mr. William Coyne, Jr., purchased it and went for a trial spin upon his new purchase. When opposite Ninety-first street, on the East drive, Central park, he collided with a road wagon driven by Mr. Duche. When the dust of the conflict had cleared away Mr. Coyne was found with a broken leg and sundry bruises, amid the wreck of his wheel. He was at once taken in an ambulance to the Presbyterian Hospital, where he now lays, the holder of the record of being the sufferer from the first and only accident to a wheelman since their admission to the park. It is only fair to say that the driver in the above accident was entirely in the wrong. The witnesses of the accident, unsolicited by or unknown to Mr. Coyne, sent their names to the Park Commissioners censuring the driver's action. Mr. Coyne will probably sue for damages, not being a L. A. W. member, however, Chief Consul Bidwell will not take any action.

A PECULIAR case came up in the city courts the other day. It appears that Ira B. Stewart and Alfred Mitchell were both lawyers in a down town office. Mr. Stewart entered cycling, purchasing for his riding a 50-inch ordinary. A few headers convinced him that cycling and he were not congenial, so he offered to sell his friend Mitchell the wheel for $90 cash. Mr. Mitchell didn't have that amount about him, but he offered to trade goats for it. "All right," said Stewart, "bring on your goats." "Where and when do you want them delivered?" meekly murmured Mitchell. "Oh any time you bring them here will do," answered Stewart, laughing to himself over his joke. The next morning four men, each bearing a a sack, came into the office and laid their burdens in front of Mr. Stewart and then departed. Each sack was found to contain a fully developed goat, and the result can be imagined. "Take them away or I will call an officer," angrily demanded Mr. Stewart. "Oh no," blandly responded Mr. Mitchell, "I have fulfilled my part of the contract and I want the bicycle." Mr. Stewart couldn't see it, hence the suit, and the appearance of this amusing case before the public.

PITTSBURG and VICINITY.

"DUQUESNE."

THERE has been quite a good sized kick on the Forbes street course over which the Banker brothers made some good time on a tandem, and an individual signing himself "Rectus" avers that a large portion (I think two-thirds) of the route can be coasted; now I want to say right here that that is not true, and in my humble opinion the course would be three or four seconds faster if it were level; as it is now, the start is made on a sharp rise and two other grades must be climbed before the mile is completed, the only advantage on grades is that the down grades, being more gradual, last longer.

F. G. LENZ left on the 7th for Chicago and will be back Monday next. His mileage for the week will approximate 500 miles.

JNO. A. WELLS wrote a letter to the Murder Lane Hill-climbing Committee setting a date for his attack on the "Lane," adding that he would attempt it every day thereafter until he succeeded in climbing the hill. He tried twice but never got on to the steepest part of the hill. He wouldn't have been awarded the medal anyway, as 48-inch gear with 7 3-8 cranks don't go out here as an ordinary road machine. He then tackled the Irwin's Hill record of twice without a dismount, and made it *three times*. He tried the fourth time, but failed. He then went to Sycamore street and rode about half of the hill, going some 310 feet above the record. We have men who can easily beat his Sycamore street record, and it only stands because they have not gone for it. A. C. Banker took his safety, geared to 54 inches, and put 8 1-4-inch cranks on it, which made it the exact equivalent of Wells' wheel, and tackled Irwins' Hill; result, *nine times* without a dismount. Mr. Wells is a quiet, affable gentleman; he does not blow, neither does he run down our hills. He climbs nicely, but his riding was not the revelation we expected. There is considerable discussion out here about his cranks, which are partially quartered. Is that an advantage, Mr. Editor, or is it not? Mr. Wells gives our hills a good send-off; says they are the toughest he ever saw; never had trouble keeping his front wheel down before. He was not in the best of condition when he got here, as he had been riding but little for some time before he arrived.

PORKOPOLIS NOTES.

"STAR."

THE origin of the idea embodied in the rear-driving safety is by no means so recent as some would have us beleive, for in the writings of Confucius, who was born in the year 551 B. C., is a description of a machine very similar to those now in use, the model of which was destroyed and the inventor imprisoned because the reigning Emperor considered it too great an innovation for that conservative age. And again, in the lately discovered tomb of the Pharaoh that oppressed the Jews, there is said to be a heiroglyphic representing a safety machine with spade handles. And further, in the recently translated "Kalevala"—An old Finnish poem—occur the following lines:

"Sailing through the azure vapors,
Sailing through the dusk of evening,
Sailing to the fiery sunset,
Was the ancient Wainamomen;
On a wheel both strong and graceful,
Made of steel and India rubber,
Made with balls in every bearing,
Sail'd the ancient Wainamomen."

WONDER where Trumbauer got that watch.

THE Highland Bicycle Club of Wyoming, O., and vicinity is booming. It now has twenty-seven members.

DR. GREEN, who has worn out two cyclometers this season, claims to have ridden over 3500 miles since the first of January.

IF "Toot" High's patent chorus—adjustable to any tune—could only be phonographed and preserved, what a treat it would be to future generations.

TOM SCHULTZ who has returned from his vacation, spent in Chicago, says it was quite a novelty to ride on roads where there were no grades to *coast up*.

MR. WM. MILLER tells of a so-called glass snake that he saw in the West, which, when hit with a switch, would fall into several pieces that were said to reunite before many hours, but he neglects to state the number of glasses required.

THE fifteen Chicago wheelmen that were to have accompanied the Kenton Club to Miamitown are said to have weakened at the sight of those hills, which they called mountains, and returned to the city to hold down the granite and asphalt streets.

THE "Duke" is with us again, having returned from his Southern tour on account of the yellow fever scare. He tells some hair-raising stories concerning his experience with the shot-gun quarantines at various points, and dwells particularly on the hardship of a twenty-four-hour compulsary fast.

ON Sunday, Sept. 30, the Cincinnati Bicycle Club, with several invited guests, made their annual run to Miamitown, O. The day, barring a strong head wind, was all that could be desired, and the journey, enlivened by humorous flashes from Tom Wayne and songs by Marqua, was enjoyed by all. On arriving at their destination they met fourteen of the Kenton Club, who had preceded them and who were particularly interested in the process of milking that wonderful cow. The songs were sung, the dinner eaten, the stories told and the usual number of fantastic pictures taken. Among the incidents that will long be remembered was the masterly manner in which Captain Galway and Secretary Miller waited on the table and collected their tips. The annual election, held on the next evening, resulted as follows: President, H. W. Longley; Secretary, Dr. Wm. D. Kempton; Treasurer, M. A. High; Captain, C. M. Galway; First Lieutenant, T. H. Schultz; Second Lieutenant, Wm. A. Miller; three additional members of the Club Committee, A. A. Bennett, Arnold Wilhelmy, J. R. Pigman, Jr. The club, with several applications for membership and the expectation of being in their new club house by the first of next June, enters on the ninth year of its existence with flattering prospects.

BUFFALO.

"ALI BABA."

A BEARD is an essential thing, and the young man who supports it for the first time struts about with that same feeling of superiority as he does when for the first time he wears pantaloons. I am amazed as I look about and see the many new crops coming forth, some thirty, some eighty and some a hundred fold. And why this sudden craze? Are we to be deluged with benedicts? In Rhea's charming Beatrice, one is almost filled with envy when she says: "He that hath a beard is more than a youth, and he that hath no beard is less than a man; and he that is more than a youth is not for me, and he that is less than a man—I am not for him." The fair sex do adore a luxurious mustache and they do admire a reasonable beard, but I fear that in some cases it will be, in truth, "much ado about nothing." And one sees many of these same bearded fellows in our gymnasium. Evidently they intend to see to it that they have the proper muscle for the future crusade against mischievous sons.

THE above item on beards recalls what one of the Buffalo members had to say a short time ago about his first experience. The growth was about a month old, he had occasion to wait on the street corner for a car, when presently he was accosted by a tramp, "say, pard, give us the cue for some cheap grub." He didn't wait for that car but rushed to his barber, came forth and walked home to a late dinner a beardless fellow.

THE large group picture of the State Division meet here, by Hall, is the finest and most distinct ever taken, and he deserves great credit for his work. It is a picture worthy of a place in any club house; and Mr. Rumnell's souvenir etchings are distinct works of art. Both of these gentlemen are members of the Buffalo Club, and have presented it with the above pictures.

THE Ladies' Wheel Club held their monthly meeting at the Buffalo Bicycle Club House a week ago Monday. From present indications it will soon be one of the most prosperous in the country.

WE learn that Mr. H. E. Ducker intends shortly to make Boston his home.

OWING to the large membership of the Buffalo Bicycle Club the question of having polls open from 4 till 9 P. M., on the day of the annual election of officers, was discussed and favorably acted upon. This is a step in the right direction, and it will insure a spirited contest between the candidates.

KANSAS CITY.

"MENTOR."

THE bicycle tournament is a thing of the past, and the resident wheelman is exceedingly glad. They have given to it, unsparingly, their leisure time and surplus cash. The difficulties they had to contend with will never be known to the outside wheel world. At a late date they were compelled to assume the responsibility of the tournament, the Exposition having given up the project. The programmes had been mailed, entries had been received, and arrangements consummated, but the United Wheelmen, with a membership of barely fifty, and with a constituency of about 200, determined to carry out the meet, in face of obstacles and difficulties that would have made older cycling communities and larger clubs give up in despair. But nothing daunted, the United Wheelmen went to work with a will and did everything in their power to make the meet a success. If they failed in a few things, the visitors should overlook it and ascribe it to the vast amount of work connected with the tournament. Kansas Cityans are a busy people, and it was impossible for a great number of wheelmen to get away from their business to entertain their visiting guests. The wheelmen of this city have never entertained a State Division before, but have gained lots of experience, and promise a better time next time.

BOB HOLM, Alex Lewis and E. B. Kibson were the sole representatives of the big special car delegation promised by the St. Louis Wheelmen.

D. B. THOMAS, of this city, leaves the latter part of next month for Argentine Republic, where he goes to win fame and fortune. He will go from here to England. He proposes selling his machine and purchasing an English wheel.

INFORMATION has been received here that Lee Patrick, of Ottawa, Kan., Captain of the Ottawa Wheelmen, rode 111 1-2 miles in 11 hours and 20 minutes, including stops. In this portion of the country that is considered a good ride.

A COMMITTEE of the United Wheelmen is out skirmishing for more available quarters. The present apartments are not as desirable as it was expected they would prove. The committee is looking for a whole house. A building contractor has submitted a proposition to build a club house if ten per cent. on his investment in rent is guaranteed him, but as the lot where he proposes building is worth $600 a front foot the rent would be too high. It is likely a club house will be built where property is cheaper.

THE United Wheelmen will prepare a letter to the Kansas City Cable Co., requesting that the company construct a four-lap bicycle track in Troost Park, a private piece of property leased by the cable company for the use of its patrons. The park is located near Troost avenue, on top of the hill, commanding a magnificent view of the country for miles around. The park is a lovely place, with fine walks, shady dells, rustic bridges, mineral springs, tennis grounds, dancing pavilion, large lake, boats, etc. It is thought the cable company will put in the track, which will be used for athletic exhibitions as well as cycle races. If a track is constructed tournaments will be given next year quite often. The wheelmen here are elated at the prospect of a good track.

NELSON T. HAYNES, Kansas City's representative racer, was unfortunate during the tournament. He went into the races without any track training whatever, having no place to train here. True, Waldo Park, eight miles distant from town, was available, but his duties were such that he was obliged to be in the city during the evening, and the transportation facilities were not of the best. On the last day he was out of shape and did not race, he, however, made a better showing than was expected. He had to race in company with three St. Louis flyers, who believed in "anything to beat Kansas City," and resorted to every race meet trick known in which to win the races. The St. Louis boys were in for themselves, individually, which was right, and for each other collectively, which is questionable. However, with as good training as had any of the St. Louis racers, Haynes can beat any of them, barring Percy Stone, and next year it will be done, if the opportunity offers.

NEWS AND COMMENT.

We are glad to announce that McCombie, the unfortunate rider who was so dangerously injured by a fall in the Eastern Road Club races two weeks ago, is now improving, and hopes of his recovery are entertained. The Dorchester Club, of which Mr. McCombie is a member, made up a purse of $50 and presented it to the family of the unfortunate man.

Up to the hour of going to press Gaudaur led by six miles in the road sculling race in New York.

The Berkeley Athletic Club's tournament at Morris' Dock, Saturday, Oct. 27th, and *not* on the 30th, as we printed it last issue.

The York County Wheelmen, of Saco, Me., propose to inaugurate a series of six fortnightly assemblies during the coming winter season.

Remember the date, Oct. 27, Berkeley Athletic Association, Morris Dock, New York. For entry blanks address F. P. Prial, editor *Wheel*, Box 444, New York, or to Geo. R. Bidwell, 313 West 58th street, New York.

Errata. In our report of the Nashville road race in last week's issue we reported Hamley, third man, as riding a New Mail. This was an error. Mr. Hamley rode a Victor, thus giving first, second and third to the Overman wheel.

An enterprising darkey in Washington has started a cycle cab. It is described as looking like a light barouche with the top off. His charges are moderate, being only one cent a square. It is further stated that the venture is likely to be a paying one for the owner, who is also the rider.

The Vermont Wheel Club, of Brattleboro', Vermont, are about "half and half" Repubs and Dems. In case Cleveland gets a second term the Repub members must set up the supper, but in case Harrison gets the majority then the followers of the rotund New Yorker must pay for the feed.

In view of the fact that McCombie, of the Dorchester Club, has been incapacitated from riding by his fearful accident, the members of the Cambridgeport Club will agree to ride off the tie of the Eastern Road Club race with two men each. The date of the run off will probably be about the 18th.

It took half a column of the Springfield *Union* to say that the Springfield Club would have nothing to do with the Rowe-Temple race to be held in that city next Saturday. This club further states that "they do not care to give the influence of their name towards filling the coffers of the Hampden Park Association."

We acknowledge with great pleasure cards announcing the marriage of Mr. E. J. Shriver, of New York, to Miss Elizabeth Smith, of Baltimore, Md. The ceremony will take place at St. Michael and All Angels Church, Baltimore, Wednesday evening, Oct. 17, at 6.30 o'clock. We extend our sincere congratulations.

Abijah Hill, while going along the back road near Burley farm, Danvers, Mass., Saturday morning, found a bicycle lying on the side of the road in the bushes and water. The machine proved to be the property of Chester Porter, son of J. F. Porter, and had been stolen from the piazza of the latter's house the night previous.

The business men of Chicago who own wheels are particularly fortunate now that the horse cars are entirely locked up. This suggests that it might be a good idea for more young business men to own wheels and learn to ride them if for no other purpose than such an emergency. The wheelman is sure to get there, blockade or no blockade.

Two cycling and very pleasant editions of the "Flying Dutchman" appear at Stapleton, N. Y., in the form of two very pretty and graceful feminine bicycle riders. They appear on the streets laughing and paralyzing the public by their grace and beauty, and then they disappear. All the efforts of the newspaper scribe to discover their identity or where they hail from has been of no avail.

Captain Dr. W. G. Kendall wrote "Senator" Morgan that the Boston Bicycle Club would attend the Rowe-Temple race in a Tally-ho six-in-hand, and bring the club steward, horn-blower, and all, on Saturday. It is needless to say that the "Senator" appreciated the compliment tendered the distinguished riders, as well as himself, but "Old Prob." knocked the genial doctor's calculations out, and the tally-ho was not heard in the streets of Lynn.

A curious and painful accident happened to Geo. Edison and a boy named Estes, of Lynn, last week. Edison was rlding his tricycle on Fayette street, when he saw a crowd of schoolboys and called to them to clear the track. The lad Estes, who was walking backward, failed to hear the admonition and was knocked down and run over. The rider was thrown a distance of ten feet and injured his side and hand. The boy had the top of one of his ears badly cut by the wheel of the machine.

For the time being the scheme of a bicycle path from New Haven to New York has been abandoned. Mr. Fisher writes: "I would say in regard to the scheme for a cinder path from here to New York, the idea is dropped for the present, I guess, as far as I am concerned, as I have changed my business, so I have no time to devote to it. I still think it feasible, and have been trying to interest other parties to go on with the work. There is no doubt but that money enough could be raised, as we got $1000 on our list in a month's time, and if work on it was kept up it could be accomplished, without doubt, but it takes more time than I can devote to it without neglecting my business. I wish you would publish an appeal for some one to go ahead with the scheme. I have the subscription list which I should be pleased to hand over to any one who would undertake to continue it."

MISS PAULINE HALL AS A CYCLIST.

To describe Miss Hall as a cyclist, and not as a bright, particular star in the constellation of lyric artists, is the object of this article, and it is one which we know will prove of interest and value to our many readers.

In compliance with the permission of Miss Hall we waited on that lady in her apartments at the Thorndike one day last week, and were courteously received by the cantatrice. We wish we could describe the toilet of the lady for the benefit of our feminine readers but alas we are masculine, and can only say that the effect was dainty, and we have a general impression of salmon tints and soft, mellow hued laces.

"How did you come to take to cycling, Miss Hall?" we asked, after the accustomed amenities had been exchanged.

Miss Hall replied: "I always had a longing to be able to ride a bicycle, and on being chaffed by some of my friends, I determined to 'ride or die.' The upshot was that I went to Mr. Bidwell in New York, and," continued Miss Hall, with evident glee, "I managed to ride the machine the very first time I tried it. I have always been fond of horseback riding, and by my friends I am called a good horsewoman. The confidence obtained in equestrian exercise stood by me in good stead in my efforts to ride a bicycle, as both require good nerve, strength and quickness.

I did not find it difficult to learn to *ride*, but the mounting was what caused me manifold bruises and thumps of both body and pride, but I stuck to it, and now the art is mine. I *was* an out-and-out horsewoman, but since learning to ride the bicycle I am an enthusiastic cyclist, and prefer that combination of steel and rubber" (pointing to her wheel) "than any horse I ever rode. I never have been so well as since I learned to ride; the exercise keeps my flesh hard and good in color, it improves my lung power wonderfully. A good ride never fails to drive away the cobwebs and the headache from an over-strained brain. After a spin I can return to my work with renewed vigor. My first ride on the road was for a distance of fifteen miles, and my longest ride was thirty miles. It is my intention to take the trip from New York to Philadelphia before the snow flies."

We then asked Miss Hall if she could give us any points as to what was a good dress for lady riders. At our request she produced the suit she wears while riding. The material is of some soft woolen fabric of a pretty slate color.

Miss Hall said: "I have experimented considerably, and this is the best thing I have yet devised. The skirt is cut fairly full; the length is about ankle high, and it is cut square, that is, the same length all the way round, the only trimming is, as you see, narrow silver braid at the bottom of skirt and on the bodice. The skirt is lined with red flannel, and by this method I dispense with the customary loose skirts that so impede the necessary freedom of the limbs so essential in cycle riding. The bodice is cut so that it is an easy fit; the collar is large and turns down somewhat after the sailor style, under this a silk handkerchief is loosely knotted. The sleeves are cut with plenty of room, and the cuffs turn back about three inches. A very little drapery is used at the back, just enough to break the very plain effect at the juncture of skirt and bodice."

We do not claim to be an embryotic Worth, but by applying the rule of common sense to the matter we at once grasped the good points of Miss Hall's riding suit. To us it seemed to embody the three requisites—comfort, quietness and beauty.

"I invariably wear woolen hose," continued the lady, "and my shoes are canvas, with low heels and rubber soles."

In the matter as to form of rlding, Miss Hall thus expressed herself and her words are worth remembering: "I was taught to sit erect with my saddle placed so that I am well over my work, and

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when the pedal is at its lowest point my leg is extended with the heel slightly raised, and my foot is kept parallel with the frame. My handle bar is placed so that my arms are almost straight."

Miss Hall rides a Royal Salvo safety wheel specially built for ladies' use. It is kept in the very pink of condition, and when not in use she keeps it in her parlor. It was there when we called on her, and it reposed peacefully in the corner close to her open piano.

After the practical and utilitarian had been exhausted we drifted into the subject of the pleasures of cycling. Miss Hall expressed regret that the weather had been such as to preclude the possibility of trying our suburban roads during the past two weeks. With the return of good weather and passable roads we hope Miss Hall will have such an experience on our beautiful highways that she will regret when she has to leave the city of culchaw and beans.

MR. DUCKER REPLIES TO THE "SENATOR."

Editor Bicycling World: I regret to see so much in the papers regarding the defeat of Temple at Buffalo, and the manner in which he and his manager, Senator Morgan, endeavored to explain why it was that Temple did not beat Rowe at Buffalo. With your permission, I therefore desire to present a few facts regarding the case, in the hope that the public at large may have the truth in the matter. Why so many lies need to be told to explain away a defeat, is known only to a few. I care not what they say about Buffalo. My only desire is to show that the judges acted fairly and squarely, and that in Morgan's and Temple's endeavor to explain away a fair defeat, they have got to keep the truth on their side. In the issue of the WORLD of the 21st. of September, Morgan says that none of the judges had sufficient training to act as a judge. Now let us see how far this is correct: As Geo. R. Bidwell has for the past four years been acting as a judge and referee, nothing can be said of that man's ability. 2nd. The same can be said of W. S. Bull of Buffalo. 3rd. Mr. Chas. A. Payne, who is manager of the largest and most successful athletic association in Canada, certainly cannot be accused of not being posted. Senator Morgan does not deny that Corey was perfectly competent to act as a judge. So here we have four men who are thoroughly posted, by actual experience, in all that pertains to athletic and cycling competitions. As for Mr. Luscomb, I cannot say as to his experience, but as a man with as much common sense as he is credited with, and being a lawyer interested in League politics and cycling generally, I don't see how his decision can be questioned. In my opinion no better set of officials can be got together. Now as to Referee Merrill: Senator Morgan's published eoniums on him in the past, is sufficient testimony as to his ability. That Referee Merrill had the backbone not to be bulldozed by the racing men was a trait greatly to be admired, and one which other referees will do well to follow. The decision in the Temple case was reached by every man on the track, before Rowe had gone back to lodge his protest. And when Temple and Rowe had got back to the tape the officials were half way down the track, investigating the foul. The meeting in the evening was held just to give Temple a chance to gather testimony in his behalf, and to be sure that the decision given was a just one. Temple says that both of the umpires said that Rowe did not lap Temple. This statement is false, and every one will testify that one of the umpires said, and no amount of talk could shake him, that Rowe did lap Temple coming around the turn. The other one, who was further down the track, said that Temple had Rowe beat. This is absurd, and no man living could tell in as close a field as that was, 150 yards from the finish, who would be the winner. This is too absurd on the face of it, for any sane man to believe. Instead of being robbed of the race, as Temple says he is, the truth is he only got what he deserved.

I had not intended to go into this controversy over the matter at all, but when Morgan and Temple attack the honesty and integrity of the officials of the Buffalo tournament, and of men who are head and shoulders above them, and whose integrity has never been questioned, it is then that I rise to object. HENRY E. DUCKER.

DEATH OF J. F. MIDGELEY.

CLOSE on the heels of the news of the illness of Mr. Midgeley came the startling intelligence of the death of this popular and promising young man. It seems that at Hartford he complained of feeling unwell, and before the close of the meeting he went home, and was at once taken down with typhoid fever. On Friday afternoon news was received in Boston that the doctors had every hope of being able to pull the sick man through, but that the crisis would be reached that night. The sanguine hopes of the physicians were not realized, and at 11.30 P. M. Friday, Oct. 5th, J. Fred Midgeley passed away.

We heard the news first when on the Lynn track last Saturday and on every hand was heard expressions of sorrow.

Mr. Midgeley was born in Worcester, and was in his 23d year. He was a splendid specimen of sturdy manhood. Popular with all with whom he was brought in contact, his death will be seriously felt and deeply mourned.

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ld:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new. Yours, W. H. RUSSELL.

---

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ld.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact Respectfully yours, W. J. MILLS.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism. Yours truly, W. H. RENAND, JR.

Send for Catalogue to

THE COVENTRY MACHINISTS' CO., Ld., 239 Columbus Ave., BOSTON.



INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

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W. S. Doane says of the Apollo Bicycle: "I found Singer's ball head a very great improvement over the old style cone head, and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings, which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

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The KINGSTON KNITTING CO., - - 27 Kingston St., Boston, Mass.,

Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited. **KINGSTON KNITTING CO.**

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

IN AND AROUND CAPE ANN, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

As a cyclist he has made an enviable record during the past season, in fact on the amateur path he can be said to have had few equals. His career as a racing man was brief, but it was brilliant and full of honor. To the friends and the family of the deceased we extend our heartiest sympathy.

The funeral took place Tuesday at 11.30 A. M., at No. 2 Lowell street, Worcester, Mass., and was largely attended by friends from Boston, Hartford and other cities where Midgeley was well and widely known.

"NEW YO—O—O—RK."

(Dedicated to Col. A. A. Pope.)

THE shades of night were falling fast,
As o'er the bounding deep there passed
A man, who leaning o'er the side
Of stately ship, in anguish, cried,
"New Yo-o-o-rk."

"Wherefore so sad? O, 'retched' man,
Why do you look so pale and wan?"
The sympathetic Captain cried.
With streaming eyes the man replied,
"New Yo-o-o-rk."

"Waste not thy grub, O, mortal rash,
It cost the good and honest cash.
Why feed it to that Finny crowd?"
Poor Pope replied, in accents loud,
"New Yo-o-o-rk."

"Why is your soul with anquish racked?
Why do that great contortion act?"
The victim leaned still further o'er
And answered, as he'd done before,
"New Yo-o-o-rk."

"Art thinking how you left behind
A host of dear ones, good and kind,
Upon your native Yankee sod?"
The victim only moaned, "O, God;
New Yo-o-o-rk."

"Do you not think," said maiden fair,
"The waves look lovely over there?
How grand upon their crests to ride."
With fearful wrench, the man replied,
"New Yo-o-o-rk."

"And see the moon come peeping o'er
The ocean from a distant shore."
He answered, as he tried to drop
A half-digested mutton chop,
"New Yo-o-o-rk."

The passengers came crowding 'round,
Attracted by the retching sound.
"Art sick, my handsome friend?" said one.
"O, no, I'm doing this for fun;
New Yo-o-o-rk."

Far, far into the stilly night,
He stood and heaved with all his might,
And passengers, long since in bunk,
Would hear with each successive "plunk,"
"New Yo-o-o-rk."

And in the morn, at break of day,
Upon the vessel's deck there lay
A human skin, and nothing more,
The rest had gone amid the roar
Of angry waves and howling wind,
To feed the fishes far behind.
And none before, the people say,
So fully gave himself away
As he, when o'er the vessel's side
He strewed his inner man, and cried
"New Yo-o-o-rk."

CAPTAIN JACK CRAWFORD.

28 Hollis street, 4.30 P. M., July 27th.

THE FIFTY-MILE ROAD RECORD.

GODFRY R. WHITE of the North Road Club September 18, captured the fifty-mile road record in the splendid time of 2h. 57m. 47s. This is worlds record for that distance. White rode an ordinary weighing 29 pounds. The best previous, was that of L. G. Whittaker 2h. 59m. 50 3-4s.

GREAT HILL CLIMBING.

FRED GRAVES, an employe of the Smith & Wesson Co., of Springfield, climbed Union Street Hill in that city fifty times without a dismount. His time was 1h. 45m., and his mount a 48-inch Light Victor Roadster. The hill is short, being only 350 feet, with a rise of 1 in 8.7. The distance travelled by Graves in accomplishing his great feat is about 6 3-4 miles. Harradon's record, which was best, is 15 times, made last June.

WAKEFIELD BI. CLUB ROAD RACE.

MUD and rain did not deter the Wakefield (Mass.) Bi. Club from running its annual twenty-five mile race. The winner was F. H. Burrill, who covered the distance in 1h. 56m.; F. C. Patch, second, in 1h. 58m.; N. S. Rogers, third, in 2h. 6m. This is the second time that Burrill has won the championship medal. The prize for second place is a handsome cup, presented by the Pope Mfg. Co. The third prize is a nickel plated lamp, presented by Wm. Read & Sons. In the evening the club enjoyed a banquet at its club rooms. Captain Morton and President Gorrie, of the Middlesex Club, were guests of the Wakefields.

REMARKABLE CLIMBING.

ASA WINDLE has succeeded in climbing Stickney's Hill twice, his first successful ride having occurred about a week ago, and yesterday he succeeded in duplicating his former successful attempt. The hill, as is well known to local cyclers, has never before been climbed on a crank machine, the best hitherto record in that class of machine hardly exceeding fifty feet of the ascent. The hill is winding, about one thousand feet long, with an estimated average grade of one foot in every six or seven, and frequently the gradè rises as high as one foot in four. Mr. Windle rode a Veloce Columbia geared to fifty-five inches, or three inches higher than the machines in regular stock are geared, and apparently rode the hill without difficulty, establishing for the Veloce Columbia the distinction of being the only machine ever ridden up the hill with the exception of the Springfield Roadster.

RECORD BREAKING IN ENGLAND.

ON Saturday, the 22 September, S. G. Whittaker on a Rudge Bicyclette, established the following world's safety record.

2	-	-	-	5	24	4-5	14	-	-	-	39	14			
3	-	-	-	-	8	11	4-5	15	-	-	-	-	42	3	2-5
4	-	-	-	10	58	2-5	16	-	-	-	44	56	2-5		
5	-	-	-	-	13	46	17	-	-	-	-	47	48	1-5	
6	-	-	-	16	29	3-5	18	-	-	-	50	41			
7	-	-	-	-	19	21	19	-	-	-	-	53	37	1-5	
8	-	-	-	22	6	1-5	20	-	-	-	56	32			
9	-	-	-	-	25	1	21	-	-	-	-	59	26		
10	-	-	-	27	44	3-5	22	-	-	-	62	21			
11	-	-	-	-	30	37	23	-	-	-	-	65	18	3-5	
12	-	-	-	33	26	24	-	-	-	68	11	1-5			
13	-	-	-	-	36	18	25	-	-	-	-	71	5	1-5	

KANSAS CITY.

[IN reply to a wire we got the following results of the first day's racing at Kansas City; the original and missent copy not yet come to hand.—ED.]

FIRST DAY.—In consequence of the park owner flatly refusing to have the sod temporarily removed the track was not in the best of condition. Notwithstanding this fact the races were good, though fast time was impossible. The St. Louis men evidently had made up their mind to capture the cream of the prizes, and they made a very good imitation of so doing, as the following results will show:

One-mile Kansas State championship—J. Henley, first; H. M. Phelps, second. Time, 3.47 3-4.

One-mile hurdle race (three hurdles two feet high)—This race caused a good deal of amusement. Jno. M. Hodgen, first; J. A. De Tar, second. Time, 4.40 1-2.

Three-mile handicap—A very good race and very fair handicapping—Percy Stone, scratch, first; N. T. Haynes, 25 seconds, second; F. Mehlig, scratch, third. Time, 10.16. A very remarkable decision of the referee at first was, that Haynes had won the race because Stone had cut the track. In view of the fact that Haynes did not protest, and further that the St. Louis contingent made some pretty lively kicking, the referee reversed his decision and gave first place to Stone.

One-mile United Wheelmen championship—N. T. Haynes, first; R. B. Hall, second; H. C. Jones, third. The prize is a handsome cup.

Two-mile lap race—Three starters. Percy Stone, first; H. Gordon, second; F. Mehlig, third. Gordon took a bad header at the

end of the tenth lap, but as he did not hurt himself much he managed to mount and finish second. This was the final event of the day.

The Kansas City Club entertained the visitors at their club house on Central street. Music and refreshments helped to make the evening pass very pleasantly.

AMATEUR RACES AT LYNN.

PRECEDING the great race in the match series between Rowe and Temple at Lynn last Saturday two excellently contested and very exciting amateur events were run. The spectators were on the grounds for excitement. It was a responsive crowd, and the falling rain did not dampen their ardor one bit.

The first race was a one-mile handicap. Started, R. H. Davis, scratch; J. P. Clarke, 90 yards; P. J. Berlo, 100 yards; Mathews, 110 yards; Robson and Bergholtze, 140 yards. Davis rode a Swift racing safety. He cut out the pace in good shape, and was fast overhauling his field when his saddle came off and so he had to stop. In the meantime Clarke had caught up and passed all but Berlo, but on coming home the Dorchester man rushed away and won as he pleased. Time, 2.47 3-4.

Three-mile scratch—R. H. Davis, P. J. Berlo and J. P. Clarke. Davis, on his safety, made the pace for the whole distance. On the last lap on the back stretch he spurted and got quite a lead before Clarke could get under way. It was a close race on the sprint home, Davis winning by a few inches. Time, 9 41 3-4.

TERRE HAUTE (IND.) RACES.

THE Terre Haute Bicycle Club's Grand Tournament, that was to have been, came off Wednesday 3rd, and from the audience's point of view was a big success, but financially speaking, it was a dismal failure, a large political meeting at Paris, Ill. was one of the main causes of their non success, as it took several hundreds out of the city.

The first race, a one-mile club 3.30 class was called at 2.45 with the following starters: E. B. Parker, J. Stark, B. Cooper, A. Murphy and Theo. Frank. Parker set the pace for the first quarter but made it to hot and could not hold it, Cooper took the lead with Murphy and Stark close behind and Frank and Parker brought up the rear. This order was held until the sprint, Cooper crossed the tape 1st with Stark 2d, Murphy 3rd. Time. 3.17.

The next race, a one mile professional, had three starters, Crocker, Knapp and Neilson. This was a very pretty race, as all three men remained bunched all the way. Crocker finished first, Knapp second, and Neilson, third. The finish was close, about a foot and a half between each man. Time, 2.59 1-5.

There were three starters in the half mile hands off, E. Hulman, W. Ridenour and H. Prox. They started flying from scratch, and remained bunched, with Ridenour in the lead, until the stretch, when Hulman forged ahead, winning first honors, with Prox, second, Ridenour, third. Time, 1.54.

The next race, a half mile heat, two best in three, the main attraction of the day, was between Skinner Dick, a troting horse, with a record for the mile of 2.45, and W. F. Knapp. The bicycle took the lead from the jump and held it, winning easily in 1. 26 1-5. The track was sandy, making good time out of question.

The two mile professional brought out Knapp, Neilson and Crocker. This was the best race of the day, the riders stuck close together all the way, and when they finished, were so close that it was hard to tell the winner. Neilson, first; Knapp, second; Crocker, third. Time, 6.09.

The starters in the one mile amateur open: W. Ridenour, E. Hulman, Terre Haute; Len Hollingsworth, Russiaville, Ind., and W. E. McCune of Chelsea, Mass. Ridenour set the pace, with Hulman hanging on to his little wheel. McCune stayed in the rear from the start, until the home stretch was reached, when his fine spurt brought him in first, over Hulman by a good five yards. Hulman, second, and Hollingsworth, third. Time 3.00.

The second heat between Skinner Dick and Knapp was won easily by the latter; the horse had a slight lead at the start, but broke several times. Time, 1.34.

At this point the driver lost his temper, and challenged Knapp to finish the mile, which was accepted. This was the most exciting one of the three. On the back stretch the driver tried to run Knapp down, but he was too smart for him and kept out of his way. Knapp won by about five yards, amidst great enthusiasm.

The half mile scratch, professional, brought out Crocker and Neilson. On the first quarter Crocker broke a spoke, and Neilson finished alone in 1.27.

The last race was a one mile handicap, with Parker at 300 yards, Prox, 270 yards, Ridenour, 140 yards and Hollingsworth 115 yards, and McCune on scratch. It was undoubtedly Parkers's race, but by poor judgment he allowed Prox to get too close, who won by a few inches, with Hollingsworth, third. Time, 2.48.

The fastest mile was 2.59 1-5, and the fastest half mile, 1.26 1-5, both of which failed to touch our records, which are 2.55 and 1.21, respectively.

The Bicycle Dancing club held their opening reception last night, a small but select crowd was present. A pleasant evening was passed by everybody.

Terre Haute's next race meet will be about July 4th, 1889. They never say die. RAMSHORN.

THE ROWE-TEMPLE MATCH.

IT looked pretty dubious at Lynn last Saturday as to whether the first of the great series of match races between Rowe and Temple would take place or not. Heavy clouds and occasional heavy rain caused the query to be put as to whether the great race would be run. The principals and the backers were, however, anxious to have the event come off, rain or shine, and so the announcement was made on the bulletin boards of the *Bee* and the *Item* to that effect. Boys with boards announcing the decision paraded the streets, also.

"We will not have a handful of people," said "Senator" Morgan and Mr. Alley, "but as they are not running for 'gate' we will put the thing through."

Notwithstanding the belief that the spectators would number less than one hundred, over seven hundred people passed the gate-keeper. As may be imagined, it was an enthusiastic crowd, brimful of life. It was an honest, fair-minded crowd withall, though of course the great Lynn man's friends were largely in the majority. After the two amateur events (the account of which will be found elsewhere) the two men came down to the scratch, Rowe won the toss and took the pole. T. A. Carroll acted as starter, and on the shot Rowe took the lead and cut out hot pace with the "little 'un" right on his wheel. Two laps in this position, and then Temple paced for two-thirds of a mile at a somewhat slower gait. Then Rowe went at it again and spurted savagely for a quarter of a mile, Temple, however, hung on to him, and on the sixth lap went up front again. Positions were changed every two laps until the last two, when Temple had the slight lead. On entering the last lap both men rode about even, and both were watching each other like a couple of cats ready to spring. The excitement of the spectators was intense, and when Rowe, on the back stretch, made his effort and passed Temple, a shout went up, the like of which had never been heard on the Lynn track. Temple came on with a splendid response, but it was evident that it was Rowe's race. On the lower corner the rain had made the track dangerously slippery except for a width of about two feet. In any other part of the track at this point it meant a fall to the one who tried top speed. Rowe knew this and so did Temple, it was therefore a fight for the lead at that point. Rowe, by grand headwork and magnificent speed, got there first, and so Temple had to follow in the Lynn man's wake. Rowe then cut for the pole, and Temple had to take the outside, which was rough and soft. Down they came like a whirlwind, but Rowe had Temple dead, and though the Chicago man gamely raced himself all out he was beaten by a length and a half. It was one of the grandest races that it has been our lot to witness. As for the crowd, it went wild. Cheer after cheer rent the air, men danced up and down, every one of the 700 talked at once. Rowe won the race in a grand way; nothing occurred to mar the occasion, it was a fair, square fight, and it was won and lost on its merits. The "little man" took his defeat in a cheerful, plucky way. "It was a fair race and a square beat," said Ralph, "but," he added, as he set his his teeth and straightened himself up, "there are two more races yet." Below we give the summary by miles:

1 mile, Temple	2.53 1-4
2 miles, Rowe	5.37 1-4
3 miles, Rowe	9.01 1-4
4 miles, Temple	12.16 1 4
5 miles, Rowe	15.38 1-4

The officials were: Referee, S. S. Merrill; starter, T. A. Carroll; timers, A. H. Carsley and H. P. Armstead; umpires for Temple, Dr. W. H. Emery and E. P. Burnham; for Rowe, Charles Whittier and J. H. Shurman; scorers, W. Reed and F. W. Aymer.

Considering the soft and slippery condition of the track the time was excellent.

"The man that strikes that last corner first will win the race," said "Senator" Morgan and Asa Windle, and it proved so.

Mrs. W. A. Rowe was a proud and happy spectator, in the grand stand, of her husband's triumph.

If any one had got the mistaken idea that the matches were a "fake" such an impression must have faded when they saw the fixed

and determined look on both men's faces before the start and during the race.

We congratulate the 700 plucky spectators on seeing one of the best and most scientifically run races ever held on a bicycle track.

The first lap (one-third of a mile) was ridden in 55 sec., and the first mile in 2.53 1-4, both the fastest of the race.

ROWE IS CHAMPION.

HE WINS THE SECOND RACE.

A CLEAR, cool air but considerable wind on the back stretch were the weather conditions at Charter Oak Park to-day. The track was fair. Money was about even in the bets, and it was freely laid on both sides. The crowd was small, and not nearly as enthusiastic as at Lynn. Both men received a good reception. Kennedy-Child started them. The aforesaid Child carried an immense revolver in honor of the importance of the occasion. The pistol missed fire, and the men were started by the word "go." Temple cut out the pace for the first quarter at a very leisurely pace. Then Rowe took up the pacing and led for the next half mile. On coming into the straight both men were level, with Temple at the pole. The pace quickened, but it was not fast until 300 yards from the finish. Rowe came very fast and Temple held him until about 100 yards from the tape; Rowe made a still further effort, and he ran away from the Chicago man as though he were anchored, beating him over the tape by 20 feet, thus winning the race and the championship. These races have demonstrated beyond any cavil the superiority of Rowe over Temple. The time was slow, 3.14 3-4. Referee, S. S. Merrill, of Lynn. Dr. W. H. Emery came from Boston to officiate as one of the umpires for Temple.

RESULTS OF AMATEUR EVENTS.

One-mile handicap—Ludwig Forster, first; M. Gorman, 275 yds., second; G. L. Bacon, 150 yds., distanced. Time, 3.00 1-4.

One-mile scratch—Ludwig Forster, first; C. R. Brewer, second; G. L. Bacon, third. Time, 3.47.

Hartford, Oct. 10, 1888

WHAT'S THE MATTER WITH FRED CONINGSBY?

WHEN R. D. Mead, of Roseville, succeeded in riding his Harvard bike to the crest of Eagle Rock Hill people opened their eyes in wonder, and asked "what manner of man is this?" It was a long time before any one tried to duplicate Mr. Mead's feat. The next one to reach the top was, I think, Chas. E. Kluge, who was timed by D. M. Curtz and J. W. Barnes, of the now defunct *Cyclist and Athlete*. This climb was made on a Star, December 13, 1885. The first contest ever held on the hill was that under the auspices of the Orange Wanderers, on August 15, 1886, when Chas. H. Chickering mounted the hill in 9m., his mount being a 51-inch Star, and John A. Wells coming in second in 12m. 20s. Wells rode a 45-inch Star. On Thanksgiving Day, 1887, David Oakes, of Bloomfield, mounted to the crest on a 55-inch Regent. After this the hill was left severely alone for some months.

The next thing we are called upon to record is that J. Harry Shurman, the Springfield Roadster man from Lynn, Mass., had started from Oraton Hall, ridden to the hill, ridden up and down the grade three times and then returned to the starting point before dismounting. This was on May 27, 1888. Another breathing spell and then comes Fred Coningsby, little, wiry, 18 year old, 5 feet 2 inches, 102 pound Fred, trick rider and ex-track rider; the last one whom the knowing ones would pick out for a long-winded hill-climber. Fred essayed to beat Shurman's record, but was forced off his wheel on the third trip. Fred rode a Victor safety.

On June 7 John A. Wells, with his 45-inch Star, made our eyes fly open once more, and wider than ever, by making six round trips, his time being 1h. 32m. The public is allowed to absorb the above facts until June 17, when up pops Mr. Shurman and his Springfield Roadster. Mr. Shurman goes at the hill as though he had lots of work to do, and before he jumps from the saddle he has to his credit twelve round trips, in 3h. 39m. "That settles it," says everybody, and "everybody else" is perfectly willing to agree with them. Wells' six trips made the Star the "king of hill-climbers;" Shurman's twelve trips removes the Star from its pedestal and places the Springfield Roadster at the head. This winds up the interest in the hill-climbing for another spell, nothing of any account transpiring in this connection except the Wells-Greenwood contest, wherein Greenwood lowers the single trip record to 7m. 34 4-5s. At the Division hill contest, Sept. 22, Fred Coningsby, with his Victor safety, surprised everybody by coming in a winner in the fast time of 7m. 41s.

On Wednesday of last week the writer was tempted to smile at the following note, which reached him by mail:

"On Friday afternoon, Oct. 5th, at 2 P. M., I will attempt to break all previous records on Eagle Rock Hill. If you could make it convenient to be present and witness the same I would take it as a favor. Yours truly, FRED CONINGSBY."

Although having a great deal of faith in the powers of my friend Fred, I never had the slightest idea of his being able to come anywhere near breaking *all previous records*, being satisfied that "Shurman's twelve" was safe. Business of another nature called me elsewhere on Friday, and I was compelled to forego the pleasure of seeing Fred ride. He *did ride*, however, and to such good effect as to knock out completely *all* previous records on the hill (with the single exception of Greenwood's single trip).

The start was made at 2 P. M., the timers being F. P. Prial, the *Wheel*; Frank Brook, bookkeeper for Howard A. Smith & Co.; A. B. Barkman, manager of bicycle department of Spalding & Co., and F. W. Schoefer, of Brooklyn. The following table will show just how well Fred succeeded in walking over all former work on the hill:

Trip.	Up. M. S.	Down. M. S.	Round Trip. M. S.	H. M. S.
1	9.30	3.15	12.45	0.00.00
2	10.30	3.15	13.45	0.26.30
3	10.15	3.15	13.30	*a*0.40.00
4	10.30	4.00	14.30	0.54.30
5	10.30	4.30	15.00	1.09.30
6	11.00	4.00	15.00	*b*1.24.30
7	11.15	5.00	16.15	1.40.45
8	11.15	5.00	16.15	1.57.00
9	11.20	4.10	15.30	*c*2.12.30
10	12.05	4.55	17.00	2.29.30
11	11.50	3.10	15.00	2.44.30
12	13.00	3.45	16.45	*d*3.01.15
13	12.12	4.30	16.42	3.17.57

a. Beat Wells' time for three trips by 1m.

b. Beat Wells' time for six trips by 7m. 30s.; Shurman's by 21m 30s.

c. Beat Shurman's time for nine trips by 27m. 30s.; Wells' by 10m. 30s.

d. Beat Shurman's time for twelve trips by 37m. 45s.

On the first round trip Coningsby was but 30s. behind the time made by Greenwood on July 30th, although in order to beat the latter's *record* it will be necessary to make the up trip inside of 7m. 37 4-5s.

The conditions yesterday were as favorable as could be desired; the hill was in prime form, the weather just right, the rider in the very pink of form.

The machine he rode was a Victor safety, and the great performance has opened the eyes of Newarkers to the great possibilities of this machine. Now then, who can get on top of the Victor record?

On Thursday Fred rode up and down the hill 8 times for practice, to test the machine, and he declared it was good enough for a month's steady climbing. RATCHET.

The Victor safety ridden was geared to 48 inches, with 6 3-4-inch cranks, thus enhancing the wonderful performance as having been accomplished on an ordinary road wheel.

JOHN HARRIOTT made the medals awarded in the Eastern Road Club races. They were very handsome affairs, and fully up to Mr. Harriott's usual excellent work.

WM. M. WOODSIDE is pressing the suit against C. Z. Pond for money guaranteed him by Pond, for riding in New York in 1886 against horses.

"AT the Kansas City tournament last week there were twenty-one events, each and all of which were won by Victor Light Roadsters, the track being too bad to use racers. This is a rare occurrence, but shows the popularity of the Victor in that part of the country. Percy Stone won every race that he started in, but had his work well cut out for him in the handicaps. His prizes consisted of two bicycles, a double-barreled shot gun, a gold watch chain, and two handsome diamonds."—*Spectator.*

JOHN STOUT, the fancy rider, recently rode his Star down the main stair case of the Midland Hotel in Kansas City, much to the astonishment of the guests.

WE are in receipt of one of the bicycle locks and chains made by the American Railroad Equipment Co., of 45 Broadway, New York. It is the best thing of the kind we ever saw. It should be seen to be appreciated, and no cyclist who would secure his machine against theft can afford to be without one.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

MR. C. S. DAVOL takes his position at the head of the Racing Board. He brings to the position an interest in the work of the Board and a cool head to meet the many trying situations in which this official finds himself placed. The League is to be congratulated on his acceptance of the position, and we believe he will make a good record.

THE power of the press lies very much in its iterative possibilities. With this in mind we will once more announce that there is no rule under which the Secretary can transfer a man from one division to another. A man remains a member of the division where he is located when he pays his dues, and if he removes into another State he cannot unite with its division so far as this office is concerned. There can be no good reason why States should not create associate memberships for the reception of these wanderers, but on the books of the National organization they remain where they originally are placed.

THE history of the League goes to show that a man may pass for a young man under one aspect of a case, and be a veteran under another. We have in mind three hoary old veterans in League work, who have been active with us since the early years of the organization. They must have found in cycling the fountain of perpetual youth, or at least early manhood, for on our table we find pleasant announcements of marriage for each of the three. Shriver and Jenkins, of New York, and Pettengill, of Washington. We wish for them happiness beyond their fondest hopes, and we earnestly wish that the League will find that it has gained three feminine workers rather than that it has lost our worthy three of the masculine persuasion. To their wives these men may seem to be young men still, but when the roll of League veterans is called they must all respond.

Presidential Appointments.

Mr. Gerry Jones having resigned as Chairman of the Racing Board, Mr. C. S. Davol, of Warren, R. I., is hereby appointed to that position, and will at once assume the duties of that position.

Mr. Davol, who has been serving as a member of the Membership Committee, is hereby relieved from duty on that committee, and Mr. Alfred Ely, of Cleveland, Ohio, appointed to succeed him.

Pennsylvania Division.

All Local Consuls and all League Hotels in Pennsylvania are re-appointed to hold their positions for one year.

GEO. A. JESSUP,
Chief Consul, Pa.

Massachusetts Division.

I have appointed Prof. R. C. Sweetser of Worcester, a representative to the State Board, to fill the vacancy caused by the resignation of Mr. F. P. Kendall. I also appoint as an additional representative Mr. Chas. S. Howard of Boston.

H. W. HAYES, Chief Consul.

Rhode Island.

Those members of the Rhode Island Division who have not yet got a Road Book may obtain one without charge by sending to the Secretary-Treasurer,

N. H. GIBBS, Sec. Treas.
239 Westminster st., Providence, R. I.

Business Meeting Illinois Division, L. A. W.

Held in Sherman House, at Chicago, Sept. 29th, at 8.45 P. M., Chief Consul W. A. Davis presiding.

A majority of the Board present, ex-Secretary-Treasurer Street submitted a report showing the financial standing of the division on September 1, which showed a surplus of $231.13. Report was accepted.

Report of the race meet held at Cheltenham Beach was tabled until ex Chief Consul Van Sicklen could be heard from.

The Committee of the Constitution and By-Laws asked an extension of time, which was granted them. The aforesaid committee were instructed to draft a Constitution, send each member of the Board of Officers a copy, who, in turn, will examine same and return it with any alterations, erasures, or suggestions he sees fit, which the committee will adopt or not, at their discretion. They will then prepare their report, which will be submitted to each member of the Board again for a mail vote.

This "modus operandi" is to avoid the necessity of having another meeting of the Board, and it is hoped that it will give us a good Constitution and By-Laws.

Messrs. Oliver and Randall, of Chicago; Rouse of Peoria; and Sheridan of Springfield, were placed in nomination for Representatives on the National Board.

The Division having three: Ed. A. Oliver of Chicago; H. G. Rouse of Peoria; Thos. F. Sheridan of Springfield, were elected to fill said offices for one year.

The Board then voted to have three standing Committee, i. e., Committee on Racing, Rights and Privileges, and Road Improvements, duties of these Committees to be laid down in Constitution and By-Laws; members of same will be named by the Chief Consul.

The Secretary-Treasurer was instructed to have printed a directory of Illinois Division Officers and members, and mail a copy of same to each member of the Division.

A letter was read from the Capital City Cycling Club, of Springfield, returning the thirty dollars ($30), which was appropriated by the Division to cover the expenses of printing and mailing the programme of our fifth annual, held at Springfield, July 4th last. It was moved and seconded that the thirty dollars be accepted, carried. The meeting then adjourned sine die.

Attest, THOS. F. SHERIDAN,
Secretary-Treasurer.

California Division—Secretary-Treasurer's Report.

The following represents the financial transactions of this office since my report made at the annual business meeting of the Division, February 14th, last:

Debtor.

1888.		
Feb. 14.	To balance as per statement rendered..	$85.71
Apr. 10.	Dues from Secretary Bassett on act...	75.00
May 15.	Dues from Secretary Bassett on act...	70.00
June 12.	Dues from Secretary Bassett on act...	14.00
June 30.	Interest on deposit in S. F. Savings Union	1.67
July 19.	Net receipts from General Committee of Stockton Meet	539.90
July 20.	Dues from Secretary Bassett in full to 30th June	3.75
		$799.03

Creditor.

1888.		
Feb. 27.	By A. L. Vallean printing application blanks etc	$5.25
Feb. 27.	By A. L. Vallean printing postal cards	5.50
Feb. 27.	By rent of hall, annual business meeting	4.50
Apr. 2.	Secretary Bassett. 25 Consuls Certificates	.25
Sept. 1.	Balance on deposit with S. F. Savings Union	780.53
		$799.03

With this I hand you bank book and also certificate from the San Francisco Savings Union to the effect that the amount as stated, $780.53, is on deposit with that Institution.

The details of the report of the General Committee of Arrangements of the Stockton Meet, of which Mr. Harrison Honseworth was Chairman and Mr. W. B. Weir, Secretary and Treasurer, are as follows:

Debtor.

Receipts at races	$680.55	
Receipts at pavilion exhibition	677.70	
Advertisements in programme	239.50	
Entry fees, races	25.70	
		$1623.45

Cr.

Music, printing, advertising, rent of track and pavilion, and incidentals at Stockton disbursed by C. C. Moore	$175.00	
Official programme	282.50	
Printing circulars etc	29.00	
Travelling expenses, General Committee	37.00	
Postage, telegrams and expressage	24.25	
Incidentals, including stationary, badges etc	36.05	
Medals, C. B. Peterson	199.75	
		$1083.55
Balance profits		$539.90

There remains to be paid on account of the expenses of the meet, the bill for the five-mile national championship, medals, which have not yet been received, and also a bill of Wagner & Ott, $7.50 for finishing certain medals received in an unsatisfactory condition from the original contractor, C. B. Peterson.

The bills above mentioned with one for $1.85, making poll list for the use of the canvassing board at the last annual election, represent the entire indebtedness of the Division.

The membership, including the Bulletin's list of August 24th, the latest received at the time of making this report, is 381 located throughout the State as follows:

Alameda	4	Riverside	
Berkeley	1	Sacramento	
Cloverdale	6	San Diego	7
Crescent City	1	San Francisco	182
Elmira	1	San Jose	15
Fresno City	1	San Leandro	2
Half Moon Bay	1	San Mateo	3
Haywards	2	Santa Ana	5
Livermore	1	Santa Barbara	1
Los Angeles	48	Santa Cruz	4
Merced	1	Sierra Madre	1
Menlo Park	2	St. Helena	1
Napa	3	Stockton	28
Oakland	13	Vacaville	6
Oroville	7	Watsonville	3
Pasadena	7		
Pomona	12	Total	381

With this report my duties as Secretary-Treasurer of the Division terminate, and I have accordingly delivered to my successor, Mr. A. S. Ireland, all books, paper effects belonging to the office.

With best wishes for the success of the new administration, I remain, Very sincerely yours,

NORVAL A. ROBINSON,
Sec.-Treas. California Division.

San Francisco, Sept. 1st, 1888.

Meeting of Pennsylvania Division, held at Harrisburg, Sept. 27, 1888.

Mr. Tucker presented a constitution and rules and asked their adoption by sections.

The following Constitution and rules were then adopted by sections and as a whole.

Constitution of the Pennsylvania Division, L. A. W.

Art. I. This organization shall be known as the Pennsylvania Division of the League of American Wheelmen and shall be governed by the Constitution and rules of the national organization.

Art. II. Its objects are, to promote acquaintance and secure more fully to the wheelmen of Pennsylvania the benefits of the League of American Wheelmen.

Art. III. Its officers shall consist of, Chief Consul, Vice Consul, Secretary-Treasurer and one Representative for each one hundred resident League members; also, one representative from each League club of not less than twenty members and an additional Representative for each fifty additional members upon the Club's roll on July first of each year.

Art. IV. The delegates to the National assembly of the League of American Wheelmen shall consist of the Chief Consul, Vice Consul and one Delegate for each two hundred members upon the Division roll on September first, to be elected at the annual meeting of the Division.

Art. V. This Constitution may be amended by a two-thirds vote of all the members of the Board of Officers at any meeting of the Board, one month's notice of the amendment proposed having been given.

Rules.

1. The Chief Consul shall preside at all meetings of the Board of Officers, shall appoint all committees not selected by ballot, may fill pro tempore, any vacancy in any office or committee until the next ensuing meet

ing of the Board, shall appoint one consul for each city or town in the State and shall appoint League hotels.

He shall make a report at the annual meeting of the Division next subsequent to his election.

In the absence of the Chief Consul the Vice Consul shall exercise all the duties of that officer.

The Chief Consul shall appoint the following standing committees, each to consist of three members:

Rights and Privileges.
Rules and Regulations.
Improvement of Highways.
Racing.

2. The Secretary-Treasurer shall perform all the the duties of a recording and corresponding secretary, he shall keep a directory of all Division members and officers and generally provide himself with all necessary statistical and other information likely to be of use to members of the Division, he shall receive and be accountable for all money paid into the Division treasury, shall keep suitable books of account and shall pay out no money except upon order approved by the Chief Consul of the Division.

His accounts shall be audited by a committee to be appointed at the annual meeting and he shall give a bond for the faithful performance of his dnties in the sum of fifteen hundred dollars ($1500.00) to be approved by the Chief Consul.

He shall be paid a salary of one hundred dollars ($100.00) per annum.

3. The Secretary-Treasurer shall issue a certificate of election, which shall be signed by himself and the Chief Consul, to each representative. The annual meeting of the Board of Officers of the Division shall be held during the month of September at a place and time to be designated by the Chief Consul, of which at least one week's notice shall be given at this meeting the order of business shall be as follows:

First—Reading of the minutes.
Second—Report of Chief Consul.
Third—Report of Secretary-Treasurer.
Fourth—Communications.
Fifth—Reports of committees.
Sixth—Election of delegates to National Assembly.
Seventh—Unfinished business.
Eighth—New business.

5. Special meetings shall be called at the option of the Chief Consul or upon the written request of not less than five (5) members of the Division Board.

6. Seven (7) members personally present shall constitute a quorum at any meeting of the Board of Officers.

7. Proxy voting will be allowed, but no member shall vote more than three proxies. Such proxies shall be acknowledged before a Court of Record or a Notary Public.

8. Each member of the Division shall pay to the Secretary of the League of American Wheelmen on or before May 1 the sum of one dollar ($1) as annual dues.

9. These rules may be amended at any annual meeting by a majority vote of the members present.

It was moved and seconded that the report of the Secretary-Treasurer be received, and a committee be appointed to audit his accounts and furnish a certificate of his accounts to the Chief Consul. Carried.

It was moved and seconded that the Board take a recess of five minutes to nominate delegates to the National Assembly. Carried.

The following representatives were then nominated as delegates: H. R. Lewis, Ira A. Dayton, D. K. Trimmer, S. A. Boyle, C. B. Holly, J. J. Van Nort, Kirk Brown.

Upon motion the Secretary pro tem. was instructed to cast the ballot.

J. G. CARPENTER,
Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 160—Total 65—11,566

BOSTON, Oct. 12, 1888.

CALIFORNIA DIVISION—6—394.

Bay City Wheelmen.

20813 Hodgkins, L. G., 2625 Sacramento st., San Francisco

Unattached.

20814 Anthony, Joseph, 327 Montreal st., Los Angeles
20815 Anthony, Horace, 327 Montreal st., "
20816 Derby, Carl, Riverside
20817 Weeks, F. W., Florence
20787 Stevens, J. W., 224 Fair Oak st., San Francisco

CONNECTICUT DIVISION—2—468.

Park City Cyclists.

20788 Lyon, Ernest P., Bridgeport
20789 Rikeman, Geo. P., Laurel ave., "

DISTRICT OF COLUMBIA DIVISION—5—161

Washington Cycle Club.

20798 Nothrop, J. H., 1012 12th st., Washington
20799 Pickens, A. H., 624 5th st., N. W. "
20800 Phillips, E. L., House Representatives, "

Unattached.

20818 Brown, Jno. C., 7th and Rhode Island ave., Washington
20827 Bourn, Frank B., 911 Rhode Island ave., Washington

GEORGIA—1—16.

Unattached.

20801 House, W. E., Box 94, Marietta

ILLINOIS DIVISION—3—719.

Princeton Bi. Cranks.

20791 Streeter, Geo. M., Princeton

Unattached.

20790 Snow, Wm. C., 13 Seeley ave., Chicago
20764 Johnson, Frank A., Box 486, Princeton

KENTUCKY DIVISION—1—88

Unattached.

20819 Simpson, Geo. D., 1127 13th st., Louisville

MARYLAND DIVISION—2—455.

Rambler Cycle Club.

20768 Dietz, Lawrence J., 1120 N. Gilmor st., Baltimore

Unattached.

20820 Pueschel, Ernest M., 237 S. Chester st., "

MASSACHUSETTS DIVISION—4—1217.

Rover Cycle Club.

20821 Simonds, Edwin A., 143 High st., Charlestown

Unattached.

20767 Tilton, Alfred Burt, 5 Vine st., Haverhill
20766 Codding, James H., No. Dighton
20802 Estey, Geo. L., 27 William Worcester

MICHIGAN DIVISION—1—347.

Unattached.

20806 Markle, John R., 133 Jefferson ave., Detroit

NEW HAMPSHIRE DIVISION—1—102.

Unattached.

20822 Burbank, Frank W., cor. Orange and Lowell, Nashua

NEW YORK DIVISION—20—2398.

Buffalo Ramblers.

20768 Amos, Geo. A., 1487 Niagara st., Buffalo
20769 Beers, G. Albert, 96 Oak st., "
20770 Burke, W. J., 208 N. Division st., "
20771 Clemens, Wm. H., Bank of Buffalo, "
20772 Cummings, Ray, 226 W. Utica st. "
20773 Dunn, Howard, 272 S. Division st., "
20774 Grieg, Andrew, 106 Johnson Place, "
20775 Goetz, Louis, 884 Michigan, "
20776 Gunnell, E., Bank of Commerce, "
20777 Hummell, G., 555 N. Division st., "
20778 Jaeger, Wm. O., 9 E. Genesee st., "
20779 Keipper, P., 845 Michigan st., "
20780 Schaefer, Henry W., 82 Boston Alley, "
20781 Vetter, P., 543 Elm st., "
20782 Zeliff, Henry W., 434 Main st., "

Rome Ramblers.

20803 Parker, Will A., 408 W. Park, Rome

Unattached.

20783 *Moore, Mrs Henry J.*, 47 Tremont st., Rochester
20784 Maxwell, Harry B., Rome
20804 Herbert, Henry, Tuxedo Park
20805 Rushmore, E. C., "

OHIO DIVISION—3—919.

Unattached.

20785 Wahmes, B. W., 182 Carlisle ave., Cincinnati
20823 Gadsby, F. D., Mansfield
20807 Cassil, J. M., Springfield

PENNSYLVANIA DIVISION—14—1447.

Century Wheelmen.

20797 Knab, Louis E., 1426 No. 10th st., Philadelphia

Pottstown Bi. Club.

20809 Boyer, Daniel, Pottstown
20810 Reifsnyder, Wm., "
20811 Scheffey, Wm., "
20812 Schmearer, Wm., "

York Bi. Club.

20793 Drenning, H. C., L. Box 73, York

Unattached.

20824 Dasey, Clarence J., 624 So. Washington, Philadelphia
20792 Dietz, Chas., 2356 Gorden st., "
20794 Halberstadt, Geo. P., 1336 Ridge ave., "
20795 Halberstadt, Jos., 1336 Ridge ave., "
20796 Hall, Wm. W., 2011 Sepoiva st., "
20808 Murphy, Daniel P., 328 W. Thompson st., Philadelphia
20825 Whitesides, Wm. E., 7211 Woodland ave., Philadelphia
20826 Bigony, C. S., Sunbury

RHODE ISLAND DIVISION—1—250.

Unattached.

20828 Colwell, Sam'l G., 76 W. Clifford st., Providence

VIRGINIA DIVISION—1—111.

Portsmouth Wheel Club.

20786 Dickinson, John H., 423 Harrison st., Portsmouth

Application for Membership in the L. A. W.

....., *188*

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address*, ...

References: ..... *City* .....

..... *State*,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

EVENING ITEM.

LYNN, MASS., SATURDAY, OCTOBER 6, 1888.

Remarkable Climbing.

Asa Windle has succeeded in climbing Stickney's Hill, Lynn, twice, his first successful ride having occurred about a week ago, and Friday he succeeded in duplicating his former successful attempt. The hill, as is well known to local cyclers, has never before been climbed on a crank machine, the best hitherto record for that class of machine hardly exceeding 50 feet of the ascent. The hill is winding, about 1000 feet long, with an estimated average grade of one foot in every six or seven, and frequently the grade rises as high as one foot in four. Mr. Windle rode a Veloce Columbia, geared to 55 inches, or three inches higher than the machines in regular stock are geared, and apparently rode the hill without great difficulty, establishing for the Veloce Columbia the distinction of being the only machine ever ridden up the hill, with the exception of the Springfield Roadster.

SUNDAY HERALD.

BOSTON, OCTOBER 7, 1888.

Asa Windle has succeeded in climbing Stickney's Hill twice. The hill, as is well known to local cyclers, has never before been climbed on a crank machine. Mr. Windle rode a Veloce Columbia geared to 55 inches, or three inches higher than the machines in regular stock are geared, and apparently rode the hill without difficulty, establishing for the Veloce Columbia the distinction of being the only machine ever ridden up the hill with the exception of the Springfield roadster.

Boston Sunday Globe.

SUNDAY, OCTOBER 7, 1888.

Asa Windle rode Stickney Hill, Lynn, last week, on a Columbia Veloce bicycle, geared to 55 inches. A crank bicycle had never before been pushed to the top of this very steep hill.

A CORRECTION.

Other Columbias (not other makes) taken in exchange.



FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 19 OCTOBER, 1888.

Volume XVII.
Number 25

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

SPECIAL.

All Advertisements in this Department 20 cents a line.

STARR — Second-hand. Bargains. JOHN T. STARR, Coldwater, Mich.

A NEW WHEEL FOR FIFTY CENTS, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

FOR SALE CHEAP—51-inch Columbia Light Roadster, '88 pattern; also 56-inch Expert, FRANK KOHLER, 911 Arch st., Philadelphia, Pa.

A Few Second-hand Springfield Roadsters,

in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street. New York.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



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Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

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FOR SALE—Columbia Two-track Tricycle; good as new. Price $110. J. S. NEGUS, 140 Water st., New York.

PHOTOGRAPHIC OUTFIT. Complete outfit, consisting of 5x8 Darlot Rapid Hemispherical Lens, Anthony's Novelette Reversible-back, Double-swing Camera, Sliding Tripod, 3 Double Plate-holders, Printing Frames, Graduates, Scales, Full Outfit of Chemicals, Focusing Cloth, Carrying Case, etc. Guaranteed equal to new. Cost $80.00. Will sell cheap for cash, or exchange for a good wheel of equal value. L. A. W. 6036, Box 1010, Orange, N. J.

SALE OR EXCHANGE—1888 pattern Victor Tricycle for Rover-Type Safety or 50 or 52-inch Victor or Columbia Light Roadster, '88 pattern. Address L. A. W. 9937, Hornellsville, N. Y., Box 305.

VICTOR SAFETY, '88 pattern, wanted in exchange for a No. 3 Diebold Safe, com. lock and marble slab. G. F. W., 20 Norfolk avenue, Roxbury, Mass.

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A1 condition. Price $75. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—56-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

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"Pedal and Path,"

Across the Continent "Awheel and Afoot."

BY GEO. B. THAYER.

Being an account of most thrilling interest of how Mr. Thayer travelled 11,000 miles, visiting Yosemite, Yellowstone and other places of interest, 4239 miles of which was on the wheel, at a

Total Cost of $284 !!!

The book has 244 pages of letter press, and is beautifully illustrated.

WE OFFER

To new subscribers **this book free** on receipt of the yearly subscription price of the WORLD, **$1.**

WE OFFER

This book to others for **25 cents.**

☞**This is a Bargain,** as it is one of the most interesting book of travel "awheel" ever written.

BICYCLING WORLD CO.,

No. 12 Pearl Street,

BOSTON, - - MASS.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

TWO THOUSAND

NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

We understand the CLARK CYCLE CO., of Baltimore, are, or have been, handling "NEW RAPIDS."



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley. E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in successsion. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. Bicycling World.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

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SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

SINCE our late offer to take old mounts in trade for NEW MAILS, many wheelmen have seized the opportunity to possess one of these Superb Light Roadsters, and get rid of their old wheels to good advantage, which CANNOT be DONE in the Spring.

Now is the Time to make your Exchange.

☞ Describe your old wheel to us at once, with your valuation of it!!

THROUGHOUT THE YEAR

THE NEW MAIL

HAS BEEN RIGHT AT THE FRONT! On the Road and at all Meets and Tournaments.

Has won many races, and we believe No Roadster has ever been brought out which has had a more flattering reception by wheelmen. We have had no professionals in our employ to win races (as is a common practice), but the NEW MAIL has won its share of leading events. Here are the reports of past week:

At New Orleans Tournament the New Mail won the Southern Championship, the New Mail won the State Championship, the New Mail won the N. O. Club Championship, the New Mail won the 2 1-2 mile race.

And at the Penna. Tournament the New Mail won 3 out of 4 first prizes.

The NEW MAIL is first-class, and it has Trigwell's Ball Head.

Send 6 cents in stamps and get a fine photograph. It is the Wheel!

WM. READ & SONS, 107 Washington Street, BOSTON.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 19 OCTOBER, 1888.

WE print in our news column this week an *expose* of one of the most shameful stories of professional crookedness that it has been our lot to hear. Starting in with the determination to "do" the dear public, the conspiritors get into a wrangle among themselves and one faction, Judas-like, sells his co-workers out to the tune of many shekels. It is on account of the sport of racing in its intended cleanliness that we view the matter and it is with intense pain that we must admit that racing interests have received a terrible blow. The harm cannot but be felt in the amateur ranks though of course the interest in all future professional events has received a mortal wound.

As for ourselves, the editor of this paper has always spoken in high terms as to the squareness and honesty of both Temple and Rowe. We have thus spoken because we believed in them both and when occasion has offerred to personally show our esteem and good will, we have always improved the opportunity. When Messrs. Morgan and Temple returned to this country it was our pleasure to show these men some attention and interest in their success abroad in the past and also in the future. To "Senator" Morgan this paper and its readers are indebted for many pleasant moments in reading his bright notes. Our disappointment has been great to find that our confidence in the "Senator" and his *protege* has been so misplaced.

Up to the present time we have held Rowe up in our estimation as being a man above reproach. In our last issue we crowned him with a wreath of laurel and relegated him to a high shelf in the Temple of Fame. But now he is rudely torn from that shelf and the place of his retirement should be one of obscurity, if he can find such a place. With the fall of Rowe and Temple we lose faith in *all* professionals and in thus saying, we pay the men a compliment, for if they are not square, then squareness and professionalism are not on speaking terms.

A good deal of useless talk has been indulged in on both sides as to from which side the original proposition to be crooked first came. To both we say that proposer and acceptor are equally to blame. It is splittiug hairs to try and show otherwise. If, however, the odium is slightly stronger on one side than the other, we think the slice is rather thicker on the shoulders of Rowe than Temple, for to the sin of lending himself to such a scheme he has added the still meaner sin of proving false to his fellow-conspirators.

DEATH OF R. S. McCOMBIE.

THERE is not a reader but who will feel the greatest sorrow at the death of R. S. McCombie, caused by injuries received while riding in the Eastern Road Club race of last month. Last week Monday we received news that the injured man had partialy regained consciousness and that there was a bare hope that he might recover. On Tuesday, however, a change for the worse took place and the doctors decided that his only chance for life was a successful operation. This was performed but without the hoped for results and R. S. McCombie passed away on Wednesday afternoon. The circumstances of his death are extremely sad. McCombie was a mechanic and on his work depended the income necessary to support his young wife and two children. This death has cast a gloom over those who knew Mr. McCrombie, his club mates being particularly cast down at the sad event. The funeral was largely attended by cyclists in this vicinty, the Dorchester Club turning out in a body. This club sent a magnificent floral offering. It is a sad and bitter ending to a young and promising life, the like of which we hope we never again shall be called on to chronicle.

THE McCOMBIE FUND.

THE following and additional subscriptions to this fund have been received at this office: J. F. Charnoch, $1; F. R. Davis, $1: John S. Beaney, $1; H. A. Thayer, $1; A. G. Collins, $1; G. S. Locke, 50 cents. All the above are members of the Suffolk Wheel Club of South Boston.

LIST OF PRIZES TO BE GIVEN AT THE BERKELEY ATHLETIC CLUB RACES, OCT. 27.

ONE-MILE bicycle novices—First, alligator traveling bag; second, cane, solid silver head; third, gold scarf pin. One-mile bicycle inter-scholastic—First, watch, old silver, etched case; second, silk umbrella, silver head; third, gold shirt studs. One-mile bicycle, Rover type—First, smoking set, old silver; second, watch charm; third, shirt studs, gold. Half-mile bicycle scratch—First, Columbia cup; second, gold sleeve buttons; third, scarf pin. Two-mile bicycle inter-collegiate—First, high lamp, bronze and gold; second, cigar and cigarette case, old silver; third, cane, silver head. One-mile bicycle handicap—First, carving set; second, gold sleeve buttons; third, gold watch charm. Two-mile bicycle handicap—First, pair bronze figures; second, diamond scarf pin; third, match safe, solid silver. One-mile tricycle handicap—First, watch chain, platinum and gold; second, solid silver cigarette case; third, gold scarf pin. One-mile consolation handicap—First, French clock; second, scarf pin; third, silver headed cane.

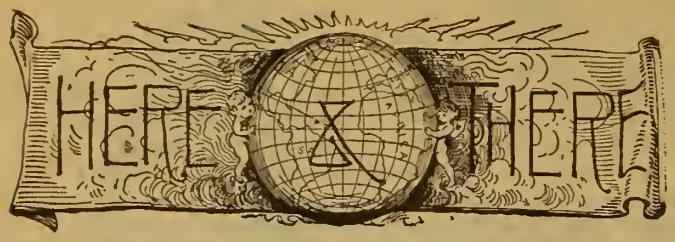
Entrance fee, fifty cents for each event; close October 22, with G. R. Bidwell, 313 West Fifty-eighth street, or F. P. Prial, P. O. Box 444, New York City. All entries must be accompanied by fees.

Grounds may be reached by New York Central and H. R. R. from Grand Central Depot, fifteen minutes' ride, or by elevated roads to 155th street, thence by New York and Northern, direct to gate.

EASTERN ROAD CLUB.

THE tie between the Cambridgeport and Dorchester Clubs will be run off Thursday, Oct. 25th. The start will be made from the Faneuil House, 2.30 sharp, over same route as before. The club not being on the mark promptly, will forfeit race.

DON'T confound S. S. Merrill of Lynn with *H. P.* Merrill of the Springfield *Union* in the great Rowe Temple fake. It was S. S. Merrrill of Lynn that acted as referee. We make this explanation, as a man in speaking of the affair, said he thought *H. P.* Merrill of Springfield was a party to the fake. This is not so, most emphatically.



NOTES BY

THE "CAVILER."

DEAR me, what can any one think of this week but the great sensation of the day, the great "championship race." The air is full of it. Some giggle and some fume; the former are in pocket, and the latter are out of pocket. Some vow 'twas all right and some swear the reverse, but for the reputation of human nature I am pleased to say that the "swearers to the reverse" are in the majority. Now, you see, interviews seem to be the go in this matter, and so I interview the different men, or some one that knows them, and I learn something entirely new and of a different nature. In fact, I claim it a "scoop" in being able to faithfully tell as to the future intentions of the different actors in the Rowe-Temple comedy.

I HEAR that Woodside will return to Ireland and take charge of his estates. I understand that he will study hard to find the true meaning of gratitude, and he will also study the traits of that Biblical character who figured as "the great giver away."

MORGAN, I hear, will write a book entitled "Diamond Cut Diamond, or the adventures of a young man who lost his hard-earned reputation by the indulging in a harmless little fake."

TEMPLE will take up the pen of an author, and write a thrilling romance, entitled "Tommy Tiddler's Great Race, and How I Felt Twenty-Five Feet Back of Rowe's Little Wheel." I am told that Mr. Temple has given a large order for specially constructed adjectives so that he can do justice to the subject.

ROWE will also take a hand at authorship; the book will be called "The Double Cross." It will be a complete manuel of how to sell out co-conspirators. I do not know whether Mr. Rowe feels particularly proud in being able to speak from experience. Judging from my own feelings I should say he would not feel particularly "sot up."

NOW if the above gentlemen will only carry out their intentions, and I can induce S. S. Merrill, of Lynn, Mass., to write an essay on "The Science of Refereeing Fake Races," I think a pretty interesting library will be the result.

I AM in receipt of one or two letters, one from Dr. W. G. K., call-me to account for spelling Caviler with one l. Alas, I know the genial Dr. is an authority, and is backed up by others, but we also have authority for using one l, and as the editor tells me that the ls in the type cases are running low, they have to economize on that letter.

KIRK COREY also sends me a blood-curdling challenge to mount bicycle and ride with his club. He darkly hints that I will need an English dog cart or a Goddard buggy to carry me home after the experiment. I desire to decline Mr. Corey's invitation with profuse thanks. Mr. Corey avers that the innocent remarks of my lady friend, as to the uniform of a certain club, were a direct fling at the Brooklines!! Well I never, I really don't see why Mr. C. should think so. I shall at once put on my hat, visit my lady friend at once, and—demand an explanation.

NEW YORK.

"HAWKSHAW."

WELL, the six-day road-sculling hippodrome at Madison Square Garden has closed, and Jake Gaudaur has been declared the victor with a score of 465 miles. The machines on which the contestants rode in this affair were a cross between a baby-carriage and a coal cart, without either the lightness of the former or strength of the latter. The wheels were ordinary wooden ones with a tire of leather, and the entire machine was poorly constructed, which was evident by the breakage which occurred almost constantly during the affair. In my notes last week I remarked that there was much doubt of the truth of the claims of the manufacturers, that the road-sculler could be driven twenty miles per hour over an average road. There can be none now, when the finest trained oarsmen in the world, in a public contest and for large purses, were not able to push one of the cumbersome affairs at better than fourteen miles in the hour. There may be a future for the road-sculler, but at present I cannot see it.

ON Tuesday evening Mr. E. J. Shriver, the President of the New York Club, entertained his club mates at the club house with an elaborate spread, in honor of his approaching marriage. The affair was a very successful one.

THE prizes that are to be given at the forthcoming race meet of the Berkeley Athletic Club are the costliest I have ever seen. An attempt was to have been made to have Temple and Rowe compete for a handsome purse, but the recent rumors of crooked work have stopped negotiations, I think.

IN the death of Henry Monett, Passenger Agent of the New York Central road, the wheelmen of this city have lost one who was ever their friend. It was through the fair-mindedness of Mr. Monett that Chief Consul Bidwell first secured free passage for bicycles on the West Shore road, and eventually on the New York Central, when Mr. Monett took charge there. "The good that men do, lives after them," and in the present case it will be so, and many a wheelman will have a kindly thought for the memory of Henry Monett.

AN anti-ante fever seems to have struck our cycling clubs, and the goodly elders who control the club destiny of the youthful club man have decided, in their supreme wisdom, that the mental calibre of their suckling charges is not strong enough to warrant them permitting the club members looking on or participating in the saturnalia of a five-cent jack-pot within the sacred precincts of the club house. In consequence of this the fiat has gone forth, and no longer does the glorious red, white and blue of the jack-pot lure on to destruction the innocent and babe-like club man. Knitting classes and prayer meetings will no doubt take the place of the illusive poker chip, as a means of winter amusement in these regenerated temples of cycling. Hear it, ye valleys! Echo it, ye little hills! No poker! Truly, mankind hath no sorrow that these cycling grandmothers will not attempt to cure.

A PECULIAR sight was witnessed in the line of racing here on Saturday. The N. A. A. A. championship at two miles was won by J. W. Powers, Jr., in 6.55, beating J. H. Hanson, New York Bi. Club, who in turn defeated the only remaining competitor, G. A. S. Wieners. Now while the *championship* was being fought for by three contestants, each of whom was sure of a prize, and was won in 6.55, at the grounds of Y. M. C. A. Association, which were those formerly belonging to the New York Athletic Club, another two-mile championship was being contested. The event was a handicap, for which thirty entries and eleven starters were secured. The result was one of the finest races we have seen for many a day, Frank G. Brown, K. C. W., finally winning in 6.29; W. E. Findley, New York Bi. Club, second; Edward A. Powers, Riverside Wheelmen, third. The number of starters and entries and the time of the winner, when contrasted with the smaller number and poorer time of the championship, was not favorable to the N. A. A. A.

PENNSYLVANIA.

"ARIEL."

ECHOES from the Tioga races are still floating around. The finish of the one-mile open has excited more discussion and brought out more difference of opinion than any cycling event for some time. It is singular if from no other reason than as an illustration of the fact how differently two or more people can look at the same thing. The *Ledger* and *Press* stated that Wilhelm finished second, the latter journal commenting on the fact of Halsted's finishing within a foot of Crist, and in my own report I gave Crist second, Wilhelm six inches back, and Halsted six inches behind the Reading man. As we were all wrong as to the actual positions of the men crossing the tape, please note this correction: Kingsland finished first, Halsted crossed next, Crist third and Wilhelm fourth. Halsted, however, rode wild at the turn, fouling Wilhelm, and at once waived his position. The official decision of the judges, therefore, was: Kingsland first, Crist second, Wilhelm third. The four men finished so close together that it was a difficult matter to decide as to the positions. I never saw a closer race.

AN oblong button of silver has been adopted by the Mount Vernon Wheelmen as their badge. It is enameled in brown and white—the club colors.

TWENTY-FIVE dollars has been placed in the hands of John A. Wells, by the Wilmington Wheel Club, as their deposit for the medal as the prize in the road race with the Reading Bicycle Club.

A CHANGE has been made by the South End in the club emblem. Hereafter they will wear a wheel and arrow on the front of their

caps, in place of the letters S. E. W., and will have the words "South End" on their coat collars.

THE latest addition to the cycling organizations of the city is the Wissahickon Wheelmen, a club composed of residents of Chestnut Hill and vicinity. They have only been organized a short time and the membership is not very large as yet.

HALSTED has been in hard luck. On Saturday, at the sports of the Y. M. C. A. at the West Philadelphia grounds, he was beaten by McDaniel, of Wilmington, in the two-mile handicap. Halsted's racer cut into the soft track too deeply, and he was unable to overhaul McDaniel, who had 150 yards' start. The time—7-58—tells the tale of the track. Halsted won the one-mile handicap from W. W. Taxis, who had 150 yards start, in 3.20 4-5.

WILHELM got his revenge on Friday last at Wilmington, beating Halsted in the half-mile race. The track was so heavy that the New York man was unable to use his racer and borrowed a light roadster wheel, but he struck a soft place in rounding into the home stretch, and Wilhelm crossed the tape ahead. Both of these two were beaten by Merrihew in the one-mile. A spoke of Wilhelm's Star broke, wrapping itself around the ratchet, thereby throwing him out of the race, and Halsted stuck fast in the mud, while Merrihew raced past.

INCORPORATION is what the Century Wheelmen are talking about now. At their last monthly meeting steps were taken toward this end. Several eligible sites have been offered them for their new club house, but none have been definitely accepted yet. They purpose having a jolly social time this winter, giving monthly "smokers" and *mnsicales*, and have originated a glee club to furnish the necessary music at the latter. Names: Messrs. Carter (leader), Schell, Taltavall, Speier and Rosenau, tenors; Ball, Havens, G. M. and C. C. Schell and Walker, basses. (Mem. To send them my address when the invitations are being issued.)

CLUB runs have been knocked out by rain on the last two Sundays. The Centurions sent their largest run of the season—thirty-one men—to Chestnut Hill yesterday, between the drops, but the Pennsylvania Club century run, which Captain Supplee has endeavored to make twice, again failed on account of the weather, and they will not make another attempt this season. The first race for the five-mile club challenge cup will take place next Saturday, 20th inst., on either the Tioga or West Philadelphia tracks. There are about twenty entries, and Captain Supplee, who has had the unenviable position of handicapper assigned him, has been hearing nothing but kicking from each man who thinks himself ill-used on his allowance. I never heard of handicaps in challenge cup races, but Captain Supplee says he's bound to make it interesting.

ST. LOUIS.

"LINNEUS."

THROUGH the efforts of Mr. Sloan Tracy the Cycle Club obtained possession of the Gentlemen's Driving Club track, at Forest Park, Oct. 4, and a small race meeting was held thereon. The prizes, which consisted for the most part of bicycle sundries were donated by the members of the club. The track was in a tough condition for cycle racing, and the times were slow, still the finishes were close and exciting. Percy Stone, Frank Mehlig, A. A. Knight and Jno. Pomarade started in an extra half-mile race, which was won by Stone in 1.38. Knight took a header but was not hurt. The interest taken in this affair having proved so general has prompted the club to give another series of races on the same track Thanksgiving Day.

A. L. JORDON is doing good work in getting recruits for the League, and the same can be said of Wilder and Laing, the new comers in the cycle trade here.

PRESIDENT T. J. KIRKPATRICK arrived in town Friday, and will remain for several days, the guest of Chief Consul Brewster. The Missouris have arranged a big run to Fenton to-morrow in his honor, and a large number of their riders will take part.

CAPTAIN SANDERS, of the Cycle Club, called a run to Lebanon, Ill., last Sunday. It rained, however, for two days before, and the route was changed to Belleville, Ill. No run has ever been made to the first named town to my knowledge, and the advent of a bicycle club would have astonished the natives had they gone there.

LOOKING over the League membership list I find that Joplin ranks next to St. Louis and Kansas City in having the largest League membership, her number being 15. St. Joe ranks next with 11, Hannibal fifth with 10, and Sedalia sixth with 6 members. Joplin's showing is a very good one, and while it may have been caused by the action of the Committee on Rights and Privileges in inducing that city to repeal a law forbidding cycle riding on its streets, credit is due Consul Barney for the manner in which all re newed their memberships for 1888.

E. B. KIDSON and your correspondent took a run to Clayton, the county seat of St. Louis County, Thursday, Oct. 6th, and found the roads in fine condition. Clayton is distanced only about ten miles from St. Louis, and I am surprised that the place is not more frequently visited by St. Louis cyclists. In looking over the annual reports of the County Clerk I find that $108.574.36 was spent on the county's roads and bridges in 1887. It seems to me that this vast sum should have put most of our roads in a better condition than they are at present.

THE Kansas City races attracted but few of our riders, but those that did go up had an enjoyable time. As a Kansas City paper remarked, "there are no insects on St. Louis wheelmen;" the result proves the correctness of the assertion. Percy Stone's winnings were two bicycles, a diamond ring, diamond scarf pin, and shot gun, in short he won every race he entered for, and helped the Missouri Club team, consisting of himself, Lewis and Hodgen, to win the handsome club cup, which now adorns the parlor of the club. Kansas City's inhabitants must be classed with Poughkeepsie's as far as appreciation of a cycle race meet goes, as I don't think that over 500 attended on the three days the meeting was held.

AT last Greenwood has received part of his expenses incurred in his race with Wells. This was a genuine surprise to most of our riders who did beleive that he would receive a "red." J. F. Pedersen also has the order for the medal, and it was to be here a few days ago. Wells disputes the balance of the expenses, and wrote Greenwood that he had been informed by Referee Collins that he (Greenwood) had paid Shurman's expenses at Orange in addition to his own and charged them to him. He also stated that Referee Brewster informed him that he (G.) had not paid the wagon expenses to and from Kimmswick Hill. Following up this interesting tale I was informed that Referee Collins had been written to in regard to the matter, and replied that he could not see why Wells wanted to "monkey with the truth in this ridiculous manner," and denies in toto that he ever wrote Wells anything of the kind. Referee Brewster also stated that Wells must have made a strong draft on his imagination to quote him as saying anything ot the kind. Wells' backer has been written to in the matter.

WHAT I would like to see: More riding by the members of the Missouri Club and better attendance on its runs.—Stone and Windle meet.—Alex Lewis, E. A. Smith and Ed Sanders in a road race from Manchester.—Brewster riding an ordinary.—The Missouri Division membership numbering 400.—The Missouris combining with the Cycle Club to make the Thanksgiving Day races a grand success.—Medals offered for the best attendance on club runs.—C. C. Hildebrand break the twenty-four-hour record.

CHICAGO.

THE "STROLLER."

WHAT does St. Louis think of Chicago now. Lumsden, the Fort Dearborn Club flyer, representad Chicago at the Quincy race meet, taking first place in the half-mile race, and first place in the mile lap race, winning both as he pleased, much to the surprise of Percy Stone. Also he was beaten by about two feet in the mile dash by Stone, with ten yards more to go, the race would have been Lumsden's. The next day on a seven-lap track the Fort Dearborn boy suffered defeat again by an accident. Both Stone and Lumsden were side by side, and both spurted, but the corner was too sharp and off of the track and on to the turf they went, in amongst some trees. Percy managed to miss the trees and back on to the track he went, and had the race won before Lumsden could get out of the mixture of trees, bike and man. At the ball in Quincy the night before the races one of the fair belles of that city asked Stone if that was the way to train, to which he replied, "oh I don't have to train, I can win all the races here without training." I wonder what he thinks now.

WHAT's the matter with our Constitution Committee? Have they collapsed.

THE *Referee* is still alive although the "Looker-On" says he has "labored under great difficulties" of late.

WHEN Charlie Windheim, of the Fort Dearborns, gets into that racing costume of his he is a regular Billy Mestayer in disguise.

HOUSE and Roe, the "Star" agents here have dissolved partnership, Mr. Roe going out and Mr. House continuing in the business under the firm name of S. L. House & Co. "Tom" says he is going to give all his time and attention to building up the *Referee*.

THE *Referee* says: "Charlie Sieg brought in four alleged cuts of prominent cyclers a day or two ago. They will be used to advertise

the next dog show," and now Corey, Randall, Hosford and Seig, the "four alleged," are looking for the "Looker-On" with shot guns.

Spooner, of the Lincolns, now holds the twenty-four-hour record for Chicago, he having covered 231 miles, thereby beating Mason's record, of the Illinois, by 13 miles, and every rider here is anxiously waiting for an extra "postal" from Conkling announcing the result and the reason why "no spokes were broken or repairs needed" on the wheel ridden.

Riggs, of the Illinois Club, is still waiting for good weather to take a good crack at the twenty-four-hour record here. He has had tough luck in regard to weather. He hied himself to Milwaukee Saturday before last so as to be ready to have a go at the Milwaukee-Chicago record if Sunday proved favorable. Sunday was a fine day, but the wind was a gale and blowing the wrong way. Frank called himself hard names for not staying in Chicago and starting from that end.

I saw Bob Ehlert skimming along on a wheel the other day; he said it was the first time he had been on one since he left last year. It's a pity Bob was not content to remain an amateur, for he is the easiest rider as well as the most graceful I ever saw, and with a litttle training can show the dust to nearly all of them. By the way, President Sloan, did Bob ever resign from the Illinois Club after that McCurdy fiasco, or is he still a member, and if so, how is this accounted for when you claim to be a League club? I ask this as I understand that Bob still claims to be a simon-pure amateur and a member of the League, and also that he intends taking part in all racing events here in the future. If so, why not have his case investigated, and see how much fire there was where so much smoke came from last fall?

The consolidation scheme between the two oldest clubs here and between the largest and smallest in point of number is still the all prevailing topic among wheelmen, and many and various are the prognostications made as to the result. I understand that everything is satisfactory to the Boards of Direction of both clubs with the exception of the financial phase of the case. It seems that both clubs have a small indebtedness hanging over them, the Chicagos having more of an obligation on their hands than the Dearborn Club; the latter is inclined to think that the Chicagos have an elephant they want to have help in keeping and are therefore anxious to join the Fort Dearborns, thus making both clubs liable for the double indebtedness. The fact is that after the consolidation the Chicagos will drop out one by one, go back to their first love, the C. Bi. C., and, free from their heavy load, drift on calmly with the tide as formerly. content with their deeds of valor done in the past, and with many a quiet chuckle as to how Ayer and Thorne (they with the fine Italian hands) came it over the Dearborns. I do not believe there is any ground for this argument, but if both clubs will accept a suggestion from "The Stroller," he would say, why not come to each other with clean hands? That is, each club wipe out its entire indebtedness independently. The Chicagos, although few in number are perfectly able to go down into their jeans and contribute sufficient of this world's goods to pay off every dollar the club owes. The Fort Dearborn members, although not as well fixed financially as their Chicago brethren, can, at a very small contribution per capita, raise enough to put them on an equal footing with the Chicagos. When I was a member of the club no one ever refused to contribute his mite for the good of the cause.

SYRACUSE.

"SALINA."

Already the boys are making plans for trips by wheel next summer. A party of four will wheel through Pennsylvania to Philadelphia, thence to Baltimore and Washington. Returning by way of New York, they will probably ride from New York to Albany, a route taken by two of our club men this past summer, and which they speak of very highly. Personally we know of no better way to spend a vacation than on the wheel, and we hope to see the Syracuse Cycling Club well represented throughout the country next summer.

At the last club meeting a Room Committee was appointed, whose duty it is to look after the rooms and be a constant reminder to those of our members who are careless. With care and a very little trouble our rooms can be kept fit to receive the queen, but if we cannot keep our present rooms in a tidy condition all talk of obtaining a house for club purposes should be suppressed.

And in those days there came a man surnamed Rice, the Diamond King, and he said unto the fathers of the wheel club, "Sires, I will cause to be brought to you my billiard table, which my ancestors wrought on before me." And the fathers rejoiced among themselves and were exceeding glad. And straightway the King caused his servants to take the table to the palace of the wheel club. Then the wheelmen did arise and celebrate; yea, verily, they did celebrate with a mighty hump, and did hustle like unto their forefathers. And this feast did last for four and twenty days, and Rice was called "Dandy," "The Stuff," and other names of like nature.

NEWS AND COMMENT.

Mr. J. S. Dean returned to this country last Sunday, and has been heartily welcomed home by his many warm friends. Mr. Dean left Boston in July a bachelor, he returns a Benedict, and we know all our readers will join us in reiterating our sincerest congratulations and wishes for his and his wife's happiness in their new relation to each other.

Good-bye professionalism.

The date of the Richmond, Va., race meeting is postponed to Oct. 29-30.

H. L. Pyle, of Wilmington, Del., recently rode 100 miles in 8h. 35m. His mount was a Springfield Roadster.

The appointment of Mr. C. S. Davol of Providence as chairman of the Racing Board is an excellent selecton.

Mr. Geo. M. Hendee was lately married to Miss Edith M. Cordwell, of Chicago. We extend congratulations.

The Boston Club have formed a bowling club. The first of the meetings will be held at the Allen Gymnasium Oct. 30.

Remember the date of the meet of the Berkeley Athletic Association is Oct. 27. It will be one of the finest race meets of the season.

Atlanta (Georgia) championship has been decided by a series of three races between E. Durant and H. Ried. Durant won them all.

Look out for Veloce safety No. 289. The right foot rest is missing. This machine has been stolen from R. L. Edgett, of Bradford, Pa.

Congratulations are in order to Mr. and Mrs. Joshua Reynolds, L. A. W. Representative Third District, New York Division. "A bouncing boy!!"

Mr. Bowen, of Buffalo, had a narrow escape from burning up. The timely discovery of the fire and the good work of the fire department prevented much loss.

Italy is not the cyclists' paradise, if we are to believe the statements of tourists, who claim they are subjected to all sorts of annoyances at the hands of the Italian Custom House officials.

Pittsburg is threatened with a six-day female bicycle race. Quarantine has not been established against the Smoky City, but it probably will be as soon the threatened affliction becomes a certainty.

Rowe has been guilty of the crime of perpetrating a "double cross" in the Temple-Rowe affair. This crime we are told is held by sporting men as being the very worst that can be charged vs. a man.

First we hear that H. E. Ducker will make Boston happy by coming here to live, and then we hear that the Pacific slope will be blessed with Henry's presence. Is it the Pacific or the Atlantic, Henry?

Tom Eck has added another interesting chapter to the history of his matrimonial ups and downs, by running away with his wife, thus stopping effectually all proceedings in the famous divorce suit. The wife's family cry "abduction," others say 'twas a mutual skip.

"Howard," the well-known New York contributor to the Boston *Globe*, says: "The fact is these wheelmen are a nuisance. They care nothing for nobody." Which sentence may be forcible but it is *not* gramatical.

Wm. Van Wagoner, of Newport, R. I., proposes to have a go at the great Eagle Rock Hill. The date set is Nov. 15th, and his mount will be a Star safety, a stock machine with ordinary gear and levers. He hopes to better Coningsby's record.

Mr. J. J. Moriarty of Granby, Mass., lately took part in some races at Belchertown, Mass., in one of which he took a cash prize. As Mr. Moriarty is a cycler and sometimes rides in bicycle races we are requested to warn all amateurs against riding with Mr. Moriarty in cycle races.

In the town of Suffield, Ct., a corportion meeting was lately held to consider the proposition of prohibiting wheelmen the use of the sidewalks. This district is described in route 1 page 13 Connecticut

The Greatest Success of the Season.

UNDOUBTEDLY THE KING OF THE REAR DRIVERS.

The * American * Rambler.

The Best Hill Climbing Crank Machine Ever Produced.

THE FASTEST COASTER OF THEM ALL.

Now Ready for Immediate Delivery.

Safe, Beautiful, Fast, Easy Steering.

If your dealer cannot show this wheel to you be sure to write for our Catalogue before purchasing.

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Largest American Manufacturers of Cycles and Sundries.

For Sale by J. S. MURRAY, General Agent, 243 Columbus Avenue, and 100 Sudbury Street, Boston.

Road Book at Warehouse Point. A Mr. J. B. Bouchier appeared at the meeting and made an urgent appeal against the proposed ordinance as he claimed the roads were impassible. So well did he plead his cause that the vote was passed to table the prohibition proposition indefinately. The Hartford Wheelmen are properly grateful to Mr. B. for his successful efforts on their behalf.

Mr. and Mrs. L. H. Johnson, of Orange, on a Premier tandem safety, rode from Plainfield to Orange in 1h. 55m. The best bicycle record for that distance is 2 1-4h., and the best tandem tricycle record is 2 3-4h. The road for a good part of the way had to be walked by Mr. Johnson.

The New Haven Bicycle Club has hired the New Haven Opera House for the evening of Nov. 28th, Wednesday evening, day before Thanksgiving. The programme is not made up entirely as yet, but they will have some of the best local talent, also fancy riding by some professional, and a first class programme generally.

L. A. W. No. 18189 thus complains to us: "I am a member of the L. A. W., and although it may seem strange I cannot vote. Living in Brooklyn, yet I am not counted as a member of the New York Division. In March, 1888, I joined the L. A. W., being at that time a resident of Toledo, Ohio. In September I moved to Brooklyn and desired to be transferred to the New York Division, when I discover that the laws of the L. A. W. 'do not permit a member to be transferred from one Division to another,' in fact to use another's words, 'a man who moves is left out in the cold.' Now do you think this is right? Because I joined in one State and then moved into another, is that any reason why I am to be barred from the privileges of resident members. There should be some provision in the L. A. W. rules for such members, or what is the use of belonging? [We agree with our correspondent, there should be provision made for such cases as his.—Ed.]

ST. GEORGE'S ENGINEERING COMPANY.

In this issue will be found the advertisement of the St. George's Engineering Company, of Birmingham, England. They are the makers of the well known New Rapid machines. The fact that this advertisement comes direct from the home office is worthy of note as an instance of enterprise. It is also a pleasant acknowledgment as to the value of our paper as an advertising medium. We call attention to their advertisement and would suggest that their space be watched for future and important announcements.

THE DEATH KNELL OF PROFESSIONALISM.

In our issue of the 28 September, we printed a challenge to race for a stake and the championship, from W. J. Morgan, on behalf of Ralph Temple to W. A. Rowe, and a deposit of $100 was placed in the hands of the editor of this paper at the same time, by Morgan, as an earnest of good faith. That it was the original intention of Morgan to run the race on its merits we believe. However, as that may be, the articles of agreement as given to the public also appeared in these columns, and these articles were drawn up and signed in our office, and at the same time the deposit of $100 was withdrawn from our hands and placed in the hands of the Lynn *Item*. We are glad this was done, and we are glad of the reason given, that they were "afraid" to leave the money in our hands. This is a tribute to our integrity and probity, which we appreciate. They well might be "afraid" that we could not be safely approached to take any part or have any knowledge in the crooked proceedings agreed upon by the "Big Four."

Having made up their minds to run the matches crooked, they took Mr. S. S. Merrill of Lynn into their confidence and made him referee.

Both Morgan and Alley charge each other with being the first to suggest making the match a crooked one. Alley says he was first approached by Morgan in Boston, at the Creighton House, and Morgan denies it, and says he was first importuned by Alley. We do know, however, that after the straight articles were signed in our office the following crooked agreement was drawn up in triplicate, one for Morgan to hold, one for Alley and one for Mr. S. S. Merrill of Lynn. This agreement read as follows:

Boston, Sept. 24, 1888.

We, the undersigned, do hereby agree that all previous contracts and agreements heretofore made between us or our agents in regard to articles of agreement entered into the 20th of September are hereby made null and void. We hereby agree to three bicycle races, one, five and ten miles, one to be won by W. A. Rowe, one by Ralph Temple, the third to be a dead heat, and to be so decided by a referee. We also agree that all stake money shall be paid back by the stakeholder and referee. S. S. Merrill of Lynn shall be made final stakeholder and referee. Gate money, after 10 per cent. net profit, which shall be paid W. J. Morgan, to be equally divided. Each party and the referee to hold one of these agreements, same to be handed referee and to be destroyed at close of races.

(Signed)

W. J. Morgan for Ralph Temple.
F. L. Alley for W. A Rowe.

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ld:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new. Yours, W. H. Russell.

---

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ld.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact Respectfully yours, W. J. Mills.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism. Yours truly, W. H. Renand, Jr.

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INCER CYCLES

FROM THE

LARGEST CYCLE MANUFACTURERS IN THE WORLD.

DENVER TO DORCHESTER ON A BICYCLE—A Distance of 2297 Miles.

W. S. Doane says of the Apollo Bicycle: "I found Singer's ball head a very great improvement over the old style cone head, and adjusted it only once during the entire trip, and never had any trouble from its tightening. The front wheel bearings, which are double balls, I found needed less adjustment and wore much better than the single and much easier to adjust than any other I have yet used."

For details of these Machines see our regular catalogue, which will be mailed free to any address on application. Reliable Agents Wanted.

W. B. EVERETT & CO., 6 and 8 Berkeley Street, ... BOSTON.

BICYCLE AND ATHLETIC GOODS.

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Manufacture for the **Trade** the most beautiful line of **Bicycle and Athletic Garments** in the country, from the best worsted stock, and unsurpassed for good taste, elegant fitting and durability. Bicycle Jerseys, low necks, high neck, and English collars. Bicycle and Tennis Coats, in Plain and Stripes. Yachting, Rowing, Base Ball and Lacrosse Garments, Sweaters, White and Colored, Plain and Striped. Full Body Tights and Pants, elegant goods, and fully trimmed. Knickerbockers, in all the popular colors. Knee Tights and Pants, re-inforced and fully trimmed. Suspensory Shields, Trunks, etc. Worsted **Bicycle Hosiery,** three qualities, to match the garments. In all these goods we excel. Reference to hundreds of the best clubs and riders in the country.

Correspondence solicited. **KINGSTON KNITTING CO.**

The Bicyling World (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

In and Around Cape Ann, by John S. Webber, Jr., being a hand book of that most charming section of Massachusetts. It is a book equally valuable and interesting to the wheelman, tourist, the student and resident. It is illustrated finely and bound handsomely. It is one of the most complete and well written little books of the kind ever published. Price 50 cents, post paid. For sale by Bicycling World Co., 12 Pearl st., Boston.

One of these agreements is in Rowe's writing, one in Alley's and one in Morgan's.

A great squabble then ensued as to who should win the first race. Morgan states he insisted that Temple win the Lynn race, but that finally he and Temple consented to let the Lynn man win on his own track. Alley also states that a dispute was raised on this point, but denies that Morgan submitted to having Rowe win the first race. On the contrary he asserts that Morgan stated that as long as Alley would not consent to having Temple win, he should instruct Temple to "go for it," and it is on this ground that Alley excuses himself from not carrying out the agreement of letting Temple win at Hartford. As reported, Rowe won at Lynn, according to agreement.

On going to Hartford Morgan states he discovered evidences among the betting men, which made him feel uncomfortable and led him to think that Rowe did not intend to let Temple win the second race. As the time drew near, Morgan claims he became more and more convinced that Alley and Rowe were after his and Temple's scalps. He states he saw Alley time and time again, and that Alley assured him that the "faked" agreement would be carried out, and that Temple should be allowed to win. Morgan, however, insisted on a cash forfeit of $100 should be placed in the hands of H. Cornish, and a written guarantee of $250 forfeit be placed in the hands of Referee Merrill of Lynn, before he would allow the race to be run. After much expostulation Rowe and Alley consented, and placed $100 cash in Cornish's hands, and the following guarantee to be in the hands of the referee, S. S. Merrill.

"I hereby agree to forfeit $250 and all gate receipts to Ralph Temple in case I win the mile race at Charter Oak Park to-day.

(Signed) F. L. Alley for W. A. Rowe."

The agreement given Merrill does not read like this, and it is claimed by Morgan that the one held, was substituted by Alley for the one we print.

That Morgan's fears that his fellow fakers, Alley and Rowe, would prove treacherous is proven to have had some foundation if the following very remarkable statement, made by the reporter of the *Globe*, as coming from Alley, is true:

"Mr. Alley, the manager of Rowe, admits that he entered the proposed scheme, but, he says, with no purpose in view of making money. He says he had his mind made up as to what trick was to be played upon him and Rowe, and met the head schemer with his own tools. *He intended from the start, so he claims, that Rowe should go in to win the first two races, and win he did, though it was contrary to all arrangements.*"

The italics are ours, and they lead us to paraphrase a well-known saying by asking "if there is honor among *fakers?*" Rowe won the race, and Temple tells the following story of same: On the back stretch he says that Rowe said to him, "all right, Ralph, don't beat me more than a foot." Before turning into the straight Temple states that he asked Rowe for the pole, and that Rowe moved out to let him in. Temple said that these two facts made him think that Rowe meant to keep to his agreement. Down the straight they came, nearly even, until when about 250 yards from the finish, Temple says: "Rowe, who had been riding behind right on my little wheel, shouted, 'now go!' and before I could say Jack Robinson Rowe had a lead that nothing short of a bullet from a rifle could overcome. My heart stood still in discovering Rowe's treachery, and if my friends thought I did not pedal to the end with my old dash, I had enough to prevent me."

These are the bare facts of one of the most disgraceful affairs that has ever blackened the sport of cycling, and we can say to W. J. Morgan, R. Temple, Fred L. Alley, W. A. Rowe, Referee S. S. Merrill, of Lynn, being parties to the scheme, it will be many a day, if ever, before the public will forget the greatest fake ever perpetrated.

Temple and Morgan assert that Temple knew nothing of the fake until the Thursday prior to the first race.

In making up this washing of dirty linen we may as well do it up all at once, so that we shall not have to outrage our feelings and the feelings of our readers by alluding to it again.

Wm. M. Woodside makes an affidavit to the fact that R. Temple approached W. F. Knapp and attempted to make an arrangement with him at Buffalo to run Rowe wide and thus beat him.

W. A. Rowe and F. L. Alley also make affidavit that Temple approached them at Buffalo and made the following proposition. Said Temple: "We've got to win this race, anyhow" (referring to the world's championship); "we cannot afford to lose this race, as our reputation would be ruined if we do;" and he further said to said Rowe, "by working together we can keep the others from winning the race. There are only two in the race we care about" (Knapp and Crocker), and Mr. Rowe said, "what do you intend to do about it?" and Mr. Temple said, "we will get ahead of them when they get on to the home stretch, and you take the outside and I will take the inside, and we will wiggle our machines and no one will ever get by us, and if they attempt to, we will run them into the fence."

Then Mr. Alley said to said Temple: "If we can't win the bicycle race without resorting to such methods, we will get out of the business, and we will not be a party to any such scheme; that it would both ruin Mr. Rowe's reputation and endanger him and other riders on the track."

In view of the facts of the great fake we leave our readers to judge as to the sincerity of Alley and Rowe in guarding the "reputation" of the latter.

ROAD RACING AT ORANGE, N. J.

The Orange Wanderers held their postponed ten-mile handicap road race on the Milburn-Springfield course Monday afternoon. The entries were Edward J. Decker, scratch; Frank P. Jewett, four minutes; Charles A. Lindsley, four minutes. Lindsley won, his time being 45m., 20s. L. H. Johnson was timer and starter.

ROAD RACING AT PHILADELPHIA.

The annual ten-mile road race of the South End Wheelmen held on Saturday proved to be closely contested. There were seven entries and five starters, only three of whom finished. Won by E. G. Kolb in 42 minutes; Dimon second, and L. J. Kolb third. These three men stuck closely together until the last quarter mile, when Kolb spurted ahead and won as he pleased.

BEDFORD, PA., RACES.

The races held under the aupices of the Bedford Agricultural Society took piace last Wedneseay, Oct. 10. Three thousand spectators witnessed the racing which was excellent. The half-mile race was won by J. E. Patterson, of Williamsburg, in 1 minute 24 seconds; Willison, of Cumberland, second. The two-mile novice race was won by F. M. Bolinger, of Huntingdon, in 7 minutes 33 seconds. The five-mile race for championship of Juniata Wheelmen was won by Patterson in 17 minutes; Willison second. The solid gold and silver medals for the above races were made by John Harriott, 3 Winter street, Boston, Mass.

ROAD RACING AT NEW HAVEN, CONN.

The contestants in the annual ten-mile road race of the New Haven Bicycle Club October 1, from the Four Corners to Branford's Green and return, were; First team—F. E. Weaver, Charles E. Larom, B. N. Bacon. Second team—T. J. O'Tell, Palmer Field, C. P. Bartlett. Weaver won in 40 m. 54 sec., beating last year's record nearly two minutes. Larom, O'Tell, Fiele, Bartlett and Bacon finished in the order named, the last man's time being 49 m. 27 sec., for the ten miles.

The team composed of Larom, Weaver and Bacon won by points, making an agregate of 12 to the others 9.

RACES AT TOPEKA, KAN., OCT. 4th.

One mile novice, A. B. Mulvane, Topeka, first; H. Lesk, Wichita, second. Time, 3.18.

Half mile dash, Colie Bell, Minneapolis, Minn., first; A. J. Henly, Wichita, second; Time, 1.29.

Team race, Topeka Wheelmen. Time, 19.45.

Three mile State (Kansas) championship. A. J. Henly, Wichita, first; Lee Patrick, Ottawa, second. Time, 10.27 1-2.

Half mile safety. Colie Bell, Minn, first; A. B. Mulvane, Topeka, second. Time, 1.45 1-4.

One mile scratch. C. Bell, Minneapolis, Minn., scratch, first; H. S. Hale, 25 yards, second. Time, 2.55.

Two mile lap. C. Bell, Minneapolis, Minn., winner. A. J. Henly, Wichita, second.

ROAD RACING AT BALTIMORE, MD.

Old Prob. was exceedingly kind on the occasion of the ten-mile team bicycle race for the Citizens' cup, held at Druid Park, Baltimore, Oct. 10th. The entries were as follows:

Maryland—Le Cato, Hall, Beatty, Mott and Brosee.

Rambler—Kingsland, Clotworthy, Denmead, Day and Sultan.

Baltimore—Pope, Tyler, Hinds, Warwick and Snyder.

Centaur—Reynolds, Weddekind, Eigenrang and F. and E. Eisenbrandt.

After one false start the men got away, and Kingsland at once set a rattling pace. Pope, of the Baltimore Club, tried his best to hold Kingsland, but the Rambler man proved too fast. Then Tyler and Hinds tried Kingsland's metal, but he shook them and increased his lead. A good fight for the other places was kept up, and the order of finish was as follows: Kingsland, Tyler, Clotworthy, Hall, Le Cato, Hinds, F. Eisenbrandt, Pope, Beatty, Bresee, Eigenrang, Day, Denmead, Reynolds. E. Eisenbrandt, Mott, Weddekind, Snyder, Sultan and Warwick.

This gives the cup to the Maryland Club, that team scoring 61 points, the Ramblers 57, the Baltimores 51 and the Centaurs 41.

Only the first four to finish were timed, Kingsland's being 31.20 (1.16 more than last year, when he also finished first); Tyler's, 33.11 1-5; Clotworthy's, 33.24; and Hall's, 33.26.

The race was witnessed by over 5000 people, many of whom were ladies.

Another victory will make the cup the property of the Maryland Club, which was victorious last year.

THE TANDEM RECORD.

Our English exchanges bring in tidings of the wonderful performance of Mr. and Mrs. J. G. Smith at Long Eaton on a tandem tricycle. Mrs. Smith in conjunction with her husband has already made a name for herself in the record breaking line. The times were taken by Pembroke Coleman, official timekeeper to the National Cyclists' Union. Appended are the full times:

6	-	-	-	*0	19	20	3-5	16	-	-	-	*0	53	1	2-5
7	-	-	-	*0	22	43	2-5	17	-	-	-	*0	56	22	1-5
8	-	-	-	*0	26	8	1-5	18	-	-	-	*0	59	46	3-5
9	-	-	-	*0	29	29	1-5	19	-	-	-	*1	3	6	1-5
11	-	-	-	*0	36	8	2-5	26	-	-	-	**1	26	51	4-5
12	-	-	-	*0	39	28	2-5	27	-	-	-	**1	30	14	3-5
13	-	-	-	*0	42	51	1-5	28	-	-	-	**1	33	36	2-5
14	-	-	-	*0	46	13	2-5	29	-	-	-	**1	37	3	3-5
15	-	-	-	*0	49	37	3-5	30	-	-	-	**1	40	24	1-5

* Denotes records. **Denotes world,s records.

RACES AT QUINCY, ILL.

Percy Stone, Frank Mehlig and Harry Gordon got back from Quincy this morning and state they had a fine time. The boys were treated royally during their stay there and if I am correctly informed, part of them were quartered at the Mayor's residence.

The wheelmen's ball, on the night of the first day, was a grand full dress affair. The races resulted as follows: Hill climbing, John Stout in 1m. 21s.. First day's races: half-mile dash, Lumsden 1st in 1m. 23s; Stone 2d; mile dash, Percy Stone 1st, Lumsden 2d; 5-mile professional, Knapp 1st, Crocker a close 2d. Time, 18 1-2m. 3-mile professional, this was the race of the day and was won by Crocker in the remarkable time of 8m. 1s., Grant Bell 2d, Knapp and Neilson distanced.

Second day's racing: half-mile amateur race—Percy Stone, first prize; A. E. Lumsden, second.

Half-mile juvenile race—Kirk Shawgo, first prize; Montie Levy, second.

One-mile professional race—R. Neilson, first prize; N. G. Munger, second.

One-mile safetey race—A. E. Lumsden, first prize; Colie Bell, second.

One-mile unicycle race—Bert Meyers, first prize; Harry Gordon, second.

The prizes in all races were gold medals.

On account of the cold weather the attendance was very small. The first days races were on a fine one-half-mile track and the second day's events were contested on an eight lap cinder track in Highland Park. Linneus.

MAINE DIVISION RACES.

The first annual race meet of the Maine Division of the L. A. W. was held at Fairfield Thursday, Oct. 11th, and was attended by representatives from Portland, Saco, Biddeford, Augusta, Skowhegan, Lewiston, Belfast and Bangor.

The majority of the cyclers arrived in Waterville Wednesday night and attended a grand ball gotten up for their especial benefit by the Kennebec Ramblers, of that city. It was a very enjoyable and brilliant affair, and one long to be remembered by the visitors. The next day was bright and cold with hardly a cloud in the sky, a perfect day for a race, the only drawback being a slight breeze. In the afternoon the wheelmen repaired to the Fairfield grounds, three miles from Waterville, where a large audience was assembled to witness the exciting races which took place, of which the following is the official programme:

Officers of the day—Referee, Chief Consul F. A. Elwell, who had the management of the whole affair on his shoulders; judges, A. L. Cummings of Biddeford, C. C. Tewksbury of Portland, and G. C. Priest of Belfast; starter, Fred H. Neal of Fairfield; clerk of course, J. O. Whittemore of Fairfield; timers, Dr. F. A. Crossman and A. E. Cilleg of Fairfield.

List of entries—One-mile L. A. W. championship, R. T. Patten, of Skowhegan, and C. S. Myer, of Fairfield. Patten won in two heats. Time, 3.25 1-4 and 3.59.

One half-mile L. A. W. championship, G. W. Barnes, Portland; Will Baker, Skowhegan; and W. M. How, Waterville. Barnes won the first heat in 1.38; Baker the next two in 1 47 and 1.48 1-2.

One-mile dash—free for all amateurs—for Pope cup, Patten, Wyer and Wm. Windle of Lynn, Mass., the latter handicapped 100 yards. Windle won in 3 minutes, and directly afterwards gave an exhibition half-mile dash in 1.23 3-4.

Three-mile L. A. W. championship, Patten, Wyer, W. G. West, of Portland, and C. Crosby, of Bangor. Patten won in 10.55.

Prizes—Gold and silver medals.

THE WARWICK PERFECTION BICYCLE.

The name of Warwick among bicyclers is almost a household word, made famous by their specialties in certan parts of the construction of a bicycle. This article, however, will deal more specially with the product of the Warwick Cycle Co., of Springfield, the head of the concern being one of the original Warwicks of the above mentioned fame.

Having occasion to be in Sprinfield the other day. we made it our pleasant duty to call at the factory of the Warwick Co., which is situated in a commodious brick building at the juncture of Broad and Hanover streets. We found Mr. Geo. T. Warwick, the President, and Mr. George K. Tapley, the Treasurer, and having expressed a desire to pick up facts in regard to their particular make of machine, we were courteously shown over the factory, and were shown the machine in its different stages of construction, as well as perfected. The factory is well stocked with new and specially constructed machinery, as it is the intentention of this company to manufacture every part of the bicycle with the exception of the rubber tires. They will construct their own backbones, rims and forks from steel furnished them from the best furnaces of Sweden. Mr. Warwick informed us that an order of five and one-half tons of this Swedish steel was expected to arrive daily at their factory in Springfield. There are at present thirty-five men engaged in the manufacture of this bicycle, and they have partially completed over one thousand machines which will be ready for delivery about the middle of winter. This firm is the youngest to-day in the manufacturing family of this country. The enterprise is backed by the well known mechanical skill of Mr. George T. Warwick, whose inventions of the specialties used on this bicycle alone are sufficiently important and valuable to place his name among the most prominent originators and inventors in the cycle business.

All the parts of this machine are made of drop forgings, and in the great racks were the different parts, stamped from the very best of Swedish steel, and we were much impressed with the excellence and evident skill of the workmanship in making the dies shown therein. In showing the bicycle complete, Mr. Warwick stated (and the facts bore him well in his statement) that the machine was "original" from the top of the handle-bar to the lowest edge of the rim.

We will now take the machine piece by piece, and show wherein its claimed advantages lay. In the first place, the front fork and the backbone are of the well-known Warwick pattern. The thickness of the tubing being gauged so that where strength is most needed there it is the thickest. During 1887 there were over five thousand sets of these backbones and forks sold in England alone, a splendid comment as to their estimated worth and excellence.

The handle-bars are made on the principle of the forks and backbones. Instead of being made of tubing of the same gauge the whole length, the thickness of the tube is made much greater close to the head, the spot where almost always they bend or break under special or extra trial. It has also been found that by applying these methods in case of a bend they are much more easily straightened than in the case where the tube is the same thickness the whole length. They are made to taper very gracefully to the handles, and are of the usual cowhorn shape. The handles, instead of being parallel or at right angles with the handle-bar, are placed on a slant so that the back part of the handle-bar points inward. This gives a much more natural position to the hand than if they were placed at right angles. The handle-bar is detachable, and is placed on the

head of the machine by means of a tapering and long socket. On the back of the head a small lug projects, and on the back of the socket, which fits over the head, is a corresponding lug. These two lugs are held together by means of a screw. To still further make the head firm and solid in position the locknut, which also receives the upper cone of the backbone neck, is screwed down into position and held there by means of a milled edge. This is kept from turning by means of a dog, which in turn is held in position by means of a small screw, fastened into the handle-bar socket on the inner side.

The brake is an entire departure from that ever seen before on an ordinary bicycle, and is of the pattern known as the "direct action plunger." By the adoption of this style of brake the brake lever is brought directly under the hand, instead of in front of it, as in the ordinary form of brake. It is very powerful, and the least pressure is required to bring about the desired results of any brake that we have ever seen.

The dust cap is made so that it covers the entire head, and makes the introduction of dust and dirt into the steering centres an absolute impossibility. In fact a feature of this machine, and one which pleases us exceedingly, is the great care and skill which has been shown in making all the bearing surfaces actually dust proof.

The rims on the wheels are an improvement on the original Warwick pattern, from the fact that only one set of holes is bored into the rim, thus enhancing the strength, and by the method of inserting the spokes, which we shall now describe, does away with the necessity of removing the tires in case of a broken spoke.





The spokes are tangent and each one is separate, being headed into the hub in such a way that the spokes can be removed in case of a necessity. The method of fastening the spoke to the rim is as follows: The spoke proper has a fine thread cut on to the end. On to this a nipple is screwed. The upper part of the nipple is enlarged, something after the manner of a pin head. On the outside of this there is a still larger nipple with a smooth inner surface, which fits close to the first or small nipple. It is made so that the natural gauge of the wire has free play but the headed nipple will not pass through. This large nipple has a screw on it made to fit the corresponding thread cut through and into the under side of the rim. This is screwed up until the head of the small nipple comes against the inside shoulder of the larger one, which is, of course, on the inside of the rim, and by screwing or unscrewing it the spoke is tightened or loosened, according to requirements. The beauty of this spoke is that it can be inserted by anybody who knows enough to put a screw into a thread, and by this means the rider, in case of an accident, is enabled to put in a spoke at a cost of some five or six cents, without the necessity of going to a repairer, and having a tire removed at a cost of some fifty cents or a dollar.

The tires are made with a deep section, that is to say, in section they are egg-shaped, and are molded so as to fit snugly into the rim, with a slight shoulder projecting over the edge of the rim. These tires are made so that they have to be forced over the edge of the rim, they being made the exact circumference of the inner or concave surface. There is a core inserted in this tire, which strengthens and holds the tire in place, without any cement being used, but to make it doubly sure, and to keep out the dust and dirt, cement is used. We are told by Mr. Warwick that they would guarantee these tires from coming loose, after having once been properly inserted. The rubber is of the very best quality, and is elastic and tough in the extreme.

We now come to the bearings, which are dust-proof, and are of a peculiar construction, inasmuch as the adjustment; instead of being lateral is made vertical, it being held that the wear on the balls and bearings is vertical and not lateral, and therefore the adjustment should be also vertical. The axle is grooved to receive the balls in the usual manner, and the bearing surfaces attached to the fork are made in halves. These two sections are enclosed in a solid steel case. A cap is screwed into this case in front, holding the sections in place and making them absolutely dust-proof. An adjustment is made from the under side of the bearing, by means of a screw through the solid steel case. This screw is turned so that it presses up against the lower section of the bearing case. As soon as a proper adjustment is secured, the screw is fastened by means of a locknut. The back wheel bearings are also ball, and the adjustment is also vertical, but the method of securing the said adjustment is very ingenious. The spindle is grooved to receive the balls, and the case which holds the balls in the wheel hub is made in three sections. On the face of these three sections a scroll is cut. A cap which covers the bearings, screws into the hub. On the face of this cap a scroll is cut also, and this fits into that of the three sections above alluded to. The result is that when this scroll is turned it draws the sections together, and by means of a locknut the adjustment is held perfectly rigid. It can be understood that this adjustment, by means of engaging the thread of the scroll work on the casings and cap, and by turning the latter, these sections are drawn toward the centre of the spindle. In this way the vertical adjustment is secured. This bearing is absolutely dust-proof.

The pedals are also ball, and the adjustment and air-tight excellence are similar to those employed on the front wheel.

The anti-vibration adjustment, which is one of the most original features of the bicycle, we have already described and is as follows:

Inside the bearing frame and underneath the fork is a spring made of steel and rubber. The steel takes the strain and the rubber takes the vibration; thus, vibration is reduced to a minimum. This is a point that cannot fail to be of inestimable value. By means of a set screw the bearing can be perfectly adjusted to the weight of any rider. For a heavy man the screw is tightened, which closes the spring, allowing it to receive the extra weight. The bearing is simple, jointed to the bearing frame, which gives an elastic and easy motion when the wheel comes in contact with rough surfaces. Another device holds the frame rigid in such a manner as to take up all side strain.

We now come to the saddle, which is also designed to reduce vibration. The saddle is suspended upon springs of India rubber, which play an important part. Another great feature of the saddle is the side rocking motion, which will be heartily endorsed by every wheelman who has the good fortune to posses one. By means of an India rubber buffer, the saddle yields to, instead of resisting the shocks to which it is subjected. A simple but most ingenious device renders the leather non-stretchable. This point cannot fail of appreciation, as every wheelman knows that a saddle when once wet by perspiration or rain is more or less injured, and sags to such an extent as to make riding decidly uncomfortable. Two thin strips of sheet steel extend the length of the underside of the saddle by which any stretching is absolutely prevented. Underneath, and being a portion of the saddle is a neatly arranged leather case, which on being opened, reveals pocket holders for oil can, wrenches, etc. It is compact, out of sight, but easy of access.

We were then shown by Mr. Warwick the frame work and wheels of their new

SAFETY BICYCLE,

the description of which in full will appear in these columns in the course of a few weeks. Briefly, the form of the frame will be such as to enable both sexes to ride it. Great strength is secured by means of the use of double tubing for the frame. A great feature of the machine is its steering. It is a well-known fact that the objections to the usual steering of the safety is its sensitiveness. To overcome this difficulty has been the aim of the Warwick Cycle Co. The device in brief is as follows: The steering centres are similar to those commonly used, but instead of continuing the steering head so as to attach the handles it is cut off short, and on the side nearest the rider a semicircle of gearing cogs are cut. About three inches back of this head another socket is made, into which an upright steering rod is inserted, and at the top of which the handle-bars are attached. On the outside of this steering rod, which is made to turn in a socket, is another set of gearing cogs. These engage the cogs first described. On the same principle as gearing down, the turn of the handle-bar is transferred to that of the steering wheel only in one half a degree. In other words a turn of the steering rod of say one half an inch transfers the motion of the steering wheel just one half, ie., one fourth of an inch. These two sections of gearing are held firmly together by means of an eccentric, which in turn is pressed against the opposite surface by means of a stiff spiral spring. The anti-vibration bearings will be attached to both front and back wheels, and the bearings will be similar in every respect to those of the ordinary. It is expected that these wheels will be completed and on the market in the course of a couple of months. As before stated, we shall give a more exact description of this machine later.

"PEDAL AND PATH," one of the most entertaining stories of a bicycle trip over and back across the Continent ever written; see advt. Send in 25 cents for a copy. It's value received.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

THE politicians are trying to prove that American laborers get larger wages because they do more and better work than do the Englishmen in their own country. A case in point: The C. T. C. with 21,000 members employs thirteen clerks and gets out a monthly paper. The L. A. W. with 12.000 members employs two clerks and issues a weekly paper. Let the eagle scream.

Missouri Hotel.

The Arcade House has been appointed League Hotel at Higginsville, Mo. Regular rates, $2.00 per day, meals, 50 cents. To L. A. W. members, $1.50 per day, meals, 35 cents. Yours truly,

W. M. BREWSTER.

Maryland,

Mr. E. P. Hayden is this day appointed representative to the State Board.

The Barton House is appointed League Hotel at Hancock, Washington Co., Md. Regular rate $1.40 per day. L. A. W. rate $1.25. Respectfully yours,

ALBERT MOTT,
Chief Consul.

Pennsylvania Appointment.

I have appointed as representatives for this Division, W. D. Supplee, 505 Market st., Phil., Thomas Hare, Phil. Very respectfully,

GEO. A. JESSUP.

Missouri Consuls.

I have appointed Local Consuls for this Division as follows, viz:

Columbia, Mo., Prof. H. C. Penn.
California, Mo., W. D. Sheriff.
Fredrickstown, Mo., W. Nifong.
Grant City, Mo., W. N. Hotaling.
Farmington, Mo., John Koen.
Mexico, Mo., G. S. Pasqueth.
Jonesburg, Mo., H. S. Rittenhouse.
Unionville, Mo., Frank Hale.

Fraternally, W. M. BREWSTER,
Chief Consul.

Connecticut Division Board of Officers Meeting.

A meeting of the Board of Officers of this Division was held in Hartford on the afternoon of Saturday, Sept. 29th, for the election of delegates and to transact any other business that might be presented.

The meeting was called to order at 2.30, Chief Consul Larom in the chair.

On motion of Mr. Brockway it was voted to pay the expenses of the delegates who should be chosen to represent the Division at the National Board of Officers' meeting.

Stephen Terry, of Hartford, and Henry C. Ward, of Middletown, were elected delegates.

Chas. G. Huntington, of Hartford, and C. L. Brockway, of Middletown, were elected alternates.

The plan of adopting the *Cycler*, the only cycling paper published in Connecticut, as a division organ was discussed at some length, and a committee, consisting of the Secretary-Treasurer and David J. Post, was appointed to get terms, etc., and to report to the Board at a later meeting.

Upon motion of Mr. Post a salary of $25.00 was voted the Secretary-Treasurer for the ensuing year.

Adjourned. E. A. DE BLOIS,
Secretary-Treasurer.

Tennessee Board of Officer's Meeting.

The Board of Officers of the Tennessee Division met in Clarksville, October 10th, at 5.30 P. M. The Board was called to order by Chief Consul Wilson.

The Chief Consul reported that active Local Consuls were being appointed over the State, provisions were being made concerning League hotels, and that he had sent out recruiting circulars over the State. The Secretary-Treasurer reported a small balance in the treasury, and all Division debts as paid up to date. The question as to the possibilities of issuing a road-book was discussed, and it was agreed that a special committee of five be appointed by the C. C. to investigate the matter and report to the Board. It was also agreed to instruct the Local Consuls to have sign boards put up before the beginning of another season.

The following Standing Committees were appointed:

TOURING—C. J. Scherer, Memphis, Chairman; L. C. Hessler, Knoxville; T. C. Petri, Nashville.

FINANCE—F. N. Smith, Clarksville, Chairman; W. Klyer, Memphis; J. D. Herndon, Clarksville.

RULES AND REGULATIONS—J. C. Combs, Nashville, Chairman; J. R. Scates, Union City; R. W. Slusser, Memphis.

IMPROVEMENT OF HIGHWAYS—Ed D. Fisher, Nashville, Chairman; John S. Miller, Clarksville: Jos. McCampbell, Knoxville.

RIGHTS AND PRIVILEGES—Robert Rodes, Jr., Nashville, Chairman; P. E. Cox, Franklin.

Vacancy in the last committee to be filled later.

There being no further business, the board adjourned.

J. R. WILSON, JR.,
Chief Consul.

B. A. PATCH, Sec.-Treas.

Tennessee Appointments.

I hereby appoint the following special committee on Road-Book: C. J. Scherer, Memphis, Chairman; Ed. Fisher, Nashville; G. A. Wilkinson, Chattanooga; L. C. Hessler, Knoxville; B. A. Patch, Clarksville.

This committee will please find out the cost etc. of printing a road-book with suitable maps and other information, submitting the plans to the C. C. as soon as possible.

Mr. L. C. Hessler has been appointed Local Consul for Knoxville. Fraternally,

Jos. R. WILSON, JR.,
C. C. of Tennesee.

Connecticut Division.

I have appointed the following committees for the Connecticut Division L. A. W.:

Improvements of Highways—T. W. Gillett, Danbury, Chairman; Wm. Darrow, New London; J. H. Pomroy, New Haven.

Rights and Privileges—Wm. Collins, Meriden, Chairman; Dr. C. R. Upson, Waterbury; E. A. Todd, New Haven.

Touring—J. H. Whiting, New Haven, Chairman; Edwin B. Gager, Birmingham; Stephen Terry, Hartford.

Racing—L. A. Miller, Meriden, Chairman; H. H. Chapman, Hartford; A. G. Grundler, Hartford.

Rules—H. W. Loomis, New Haven, Chairman; Dr. T. S. Rust, Meriden; E. Steward Sumner, Brideport;

I hereby appoint the Local Consuls from this date.

Hartford, H. H. Chapman.
New Haven, W. F. Perkins.
Meriden, Wm. Collins.
New Britian, Chas. C. Rossburg.
Bridgeport. C. A. Moore.
Stamford, W. D. Durham.
So. Norwalk, J. M. Ferris.
Norwich, Wm. M. Ransom.
Danbury, T. W. Gillett.
Waterbury, W. G. Hughes.
Ansonia, Chas. E. Remer.
Avon, George A. Saunders.
Broad Brook, F. W. Hills.
Bristol, Edson M. Peck.
Birmingham, E. J. Keeler.
Burnside, Geo. L. Forbes.
Danielsonville, Edwin P. Lyon.
Durham, C. H. Leach.
East Hartford, R. L. Pilling.
Greenwich, D. W. Lent.
Lakeville, M. H. Robbins.
Lime Rock, W. R. Boardman.
Litchfield, W. H. Sanford.
Mt. Carmel, H. P. Woodruff.
So. Manchester, J. B. Hubbard.
Middletown, A. H. Rutty.
New London, Wm. Darrow.
New Canaan, L. A. Sutton.
Naugatuck, C. L. Moore.
Plainville, C. W. Cowles.
Portland, E. H. Wilkins.
Rivertnn, F. L. Stevens.
Rockville, H. T. Homes.
Suffield, L. H. Sykes.
Stonington, W. H. States.
Stratford, E. W. Hammond.
Southington, A. J. Cutting.
Westville, H. H. Taylor.
Windsor. H. H. Ball.
Weatport, C. Barnum.
Willimantic, J. Hr Dawson.

C. E. LAROM,
Chief Consul.

Proceedings of the Annual Meeting of the New York State Division held in Buffalo, N. Y., Sept. 4, 1888.

The meeting was called to order at 8.30 o'clock P. M., the Chief Consul presiding.

The reading of the minutes of previous meetings was dispensed with without objection.

Vice Consul Bull taking the chair, the Chief Consul submitted his annual report.

To the members of the New York State Division L. A. W.:

While this report is only supposed to review the work of the Division during the past year, I would call your attention to a few facts and figures which will demonstrate the practicability of organization, and show the progress we have made in the past three years.

Previous to Dec. 31st, 1885, I cannot find any official record of the status of the Division, but I know that at that time we had less than one thousand members, about eight hundred, I believe, and there was due the Division from its Treasurer about $275.00. I cannot find from the records that we had any organization except in name. No practical work had even been attempted, not even the appointment of Consuls, and to illustrate the condition of affairs at that time, I find as a matter of record, the National Board of Officers at their fall meeting, held in Springfield, Mass., Sept. 9th, 1885, instructed the Treasurer of the League to withhold sufficient funds from the New York Division to settle the claim which the National Treasurer held against the New York Division, unless the Division should settle within fifteen days.

Dec. 31st, 1885, I find our financial condition improved with a total membership of 1028, and $793.11 to our credit in the treasury, but no evidence of having inaugurated any movement towards the proper organization of the Division.

Our advancement since Dec. 31st, 1885, is best illustrated by the following figures: Total membership, 2318; cash on hand, $894.74; net worth, $1089.89.

Since May, 1886, we have perfected an organization that is a power in itself. We have one hundred and seventy-five Consuls, all active in the discharge of their duties and giving us an enthusiastic worker and correspondent in every assembly district in this State.

We have compiled, published and distributed a road book covering an edition of 2150, at a cost of over $600.

We have secured the enactment of a law which defines our position on and protects us in the use of the highways of this State, and incidentally opened to our members that small tract of land known as Central Park, which had been closed to us since the advent of the bicycle and tricycle, despite the efforts of the leading cycling clubs of New York City, and the combined efforts of leading lawyers and about $10,000 00 spent in the effort.

We have inaugurated a movement looking towards the improvement of the highways of this State, and it is proposed to give this the same hearty support that secured the passage of the "Liberty Bill."

We are also endeavoring to have erected at intersections and crossings of highways suitable guide boards, and it is proposed to agitate this movement until every township in the State complies with the law in this matter.

During the progress of organization and accomplishment of the work as noted above there has been dispatched from the Chief Consul's office over 25,000 communications, to say nothing of the letters received and answered by the committees having the work in charge.

The Committee on Touring assumed and performed all the work connected with the compilation and distribution of the road book. As a result of their labors, the members of this Division were presented with the most complete and correct book ever published.

The Rights and Privileges Committee, prepared and secured the enactment of the "Liberty Bill" besides attending promptly to the many cases which are continually being referred to the committee, and which entail an endless amount of correspondence.

The Rules and Regulations Committee prepared new Constitution and By-Laws, as those under which the Division was organized were found entirely inadequate. This Committee also conceived and perfected the plan by which the State was divided into districts for the purpose of election of Representatives on a more equitable basis, and in this New York was immediately followed by all of the larger State Divisions.

In my annual report submitted to the Division last September, I recommended that the Secretary-Treasurer be relieved of all duties except the handling of the funds, that his work be assumed by the Chief Consul and that the Chief Consul be allowed $400.00 per year for clerk hire. I have been criticized severely by some for recommending this change, on the ground that it is a centralization of power, and gives too great a control of the Division matters to one officer. I wish to draw attention to the fact, however, that the recommendation made by me and acted on by the Division at their last annual meeting did not transfer to the Chief Consul any power delegated to the Secretary-Treasurer by our Constitution, but merely assigned additional clerical work to the office of the Chief Consul.

The clerical work of the Division should, in my opion, always be delegated to one officer, and that officer should be provided with sufficient funds to pay for the work performed. This officer can either be the

Chief Consul or the Secretary-Treasurer. To me it does not seem a centralization of power, but a business-like method of dealing with the work connected with our organization.

As it will be necessary to revise our Constitution and By-Laws to conform with the new Constitution and By-Laws of the National body, I would recommend that in the revision a more explicit and definite provision be made for the nomination and election of the Executive officers and Representatives. That the supervision of the *count* of the mail vote be delegated to a committee composed of the Chairman of each standing committee, instead of the Rights and Privileges Committee. That all the clerical duties of the Secretary-Treasurer, except the handling of the funds and counting the mail vote be delegated to the Chief Consul, and the Chief Consul be allowed $400 per year for clerk hire.

I would also recommend the revision of the New York Road Book and the publication of a Road Map of New York State. The book and map to be furnished to members of the League at $1.00 and to the public at $1.50. I am also in favor of making the book, as far as possible, a general road book, covering as much territory as possible outside of New York State, and that on publication of the road book, such measures shall be used as will best bring it to the attention of the general public with a view to an extended sale.

I would also recommend that in event of any organized effort being made to repeal the act entitled, "An act in relation to the use of bicycles and tricycles" recently passed by the Legislature, the Chief Consul shall on behalf of the Division use every effort to defeat the movement.

In conclusion, I desire to thank the members and officers of this Division for the hearty support extended my administration, and during the year on which we are entering, I shall endeavor to so conduct the affairs of my office as to merit a continuance of your support and confidence.

Respectfully submitted, GEO. R. BIDWELL,
Chief Consul.

On motion of Dr. Butler, the Chief Consul's report was received and the recommendations contained therein, adopted.

The Chief Consul presented a financial statement of the Division which was ordered read in the summary, the detailed report after being audited by the Financial and Audit Committee to be published in the official organ.

On motion of Mr. C. H. Luscomb, the Constitution of the L. A. W. as adopted at Baltimore, was adopted as the Constitution of the New York State Division.

The Rules and Regulations Committee then presented for the consideration of the Division, new By-Laws consistent with the new Constitution, with the statement that they were presented to the meeting that they might receive any criticisms necessary and that they might go to the Board of Officers with the recommendation of the Division as here assembled. The new By-Laws were then read by Chairman Luscomb section, by section, and after a full discussion, during which several changes were recommended and accepted by the Committee, on motion of Dr. Blackham the By-Laws were referred to the Board of Officers and their adoption recommended.

Mr. Hinds then moved, "that in addition to the recommendations that we have made to the Board of officers, we recomend them to procure, at the expense of the Division, a bond without expense to the Secretary-Treasurer, and for the Secretary-Treasurer to secure the Division against any loss." The question was put and motion carried.

Chief Consul Bidwell read a communication from the Buffalo Ramblers Bicycle Club extending League members the privileges of their Club House.

Mr. Luscomb moved a vote of thanks be tendered the Buffalo Bicycle Club for their cordial entertainment of the State Division, carried unanimously. On motion the meeting adjourned.

Proceedings of the Meeting of the Board of Officers, New York State Division L. A. W., Held at Buffalo, N. Y., Sept. 4, 1888.

Meeting called to order, Chief Consul Bidwell presiding and the following members present; Messrs. Bidwell, Bull, Nisbett, Alden, Graves, Blackham, Wood, Luscomb, Wise, Sheehan, Butler, Dakin, Drullard, Gallien and Beck.

The Rules and Regulations Committee through Chairman Luscomb presented the following New By-Laws as recommeded by the general meeting for adoption.

(By-Laws will be published next week.)

On motion of Dr. Blackham the By-Laws were adopted.

On motion of Dr. Butler an appropiation of $400.00 was made to the Chief Consul to defray the expenses of his office for the coming year.

The Board then proceeded to an election of Delegates to the National Assembly and on motion of Dr. Blackham it was decided to take a viva voce vote on each name. After considerable debate and on motion of Mr. Luscomb the motion to elect by viva voce vote was reconsidered.

Mr. Luscomb then moved "that we proceed to elect eleven delegates to the National Assembly by ballot, putting the names on the ticket". Carried.

On motion of Dr. Butler the chair appointed as tellers to distribute, collect and canvass the vote. Mr. Charles A. Sheehan, New York, Mr. George Dakin.

The vote according to the report of the tellers resulting as follows:

1—John C. Gulick.....14
2—Dr. Chas. S. Butler.....14
3—Chas. H. Luscomb.....14
4—Wm. W. Share.....11
5—Henry Gallien.....14
6—Geo. Dakin, Buffalo, N. Y.....14
7—Wm. H. DeGraaf, New York, N. Y..14
8—I. R. Adriance, Poughkeepsie, N. Y..13
9—Geo. M. Nisbett, New York, N. Y.... 9
10—F. B. Graves, Rochester, N. Y.....14
11—I. B. Potter, Brooklyn.....11
12—Gerry Jones, Binghamton.....14
13—E. J. Shriver, New York..... 3
14—Davids..... 1
15—Platt..... 1

Messrs. Gulick, Butler, Luscomb, Share, Gallien, Dakin, DeGraaf, Adriance, Graves, Potter and Jones were declared elected.

On motion of Dr. Butler Mr. John C. Gulick, New York was unanimously elected third member of the Executive Committee. On motion the meeting adjourned.

To the Members of the New York State Division

A full and complete financial report of the Division will be published in the next issue of the Bulletin, said statemant being embodied in the report of the Finance and Audit Committee of 87 and 88. I regret the delay in publishing this report as well as the proceedings of the annual business meeting, but it has been unavoidable.

GEO. R. BIDWELL,
Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 161—Total 68—11,634

BOSTON, Oct. 19, 1888.

DISTRICT OF COLUMBIA DIVISION—2—163

Capital Bi. Club.

20836 Calver, Henry, 501 F st., N. W. Washington
20837 Low, Harry N., 615 7th st., "

ILLINOIS DIVISION—11—730.

Aeolus Cycling Club.

20875 Bodach, L., 746 N. Hoyne ave., Chicago
20876 Boddiger, Chas., 3601 S. Halstead st., "
20877 Brignon, C., No. ave. and Dayton st., "
20878 O'Connell, J., 260 N. Chicago ave., "
20879 Dragorious, P., 515 W. No. ave., "
20880 Schulz, Otto, 720 N. Robey st., "
20881 Steen, Carl L., 70 Park st., "

Illinois Cycling Club.

20896 Schaeffer, Carl, 235 Winchester ave., "

Unattached.

20829 *Davis, Miss Rena E.*, 340 So. Leavitt st., "
20882 Crissey, A. A., Marengo
20883 Stanford, A. H., "

LOUISIANA DIVISION—1—56.

Unattached.

20884 Grunewald, Rene, 127 Canal st., New Orleans

MARYLAND DIVISION—1—456.

Unattached.

20870 Stehl, Chas. A., 32 W. Pratt st., Baltimore

MICHIGAN DIVISION—2—349.

St. Johns Bi. Club.

20850 Ferrier. Eddie A., St. Johns

Unattached.

20849 Peck, Jno V., Lansing

MINNESOTA DIVISION—1—115

Unattached.

20856 Clausen, A. C., 316 Nicolet ave., Minneapolis

MISSOURI DIVISION—6—343.

Missouri Bi. Club,

29858 Brown, Willi, 220 Pine st., St. Louis
20830 Hutchins, H. S., 100 S. Broadway, "

United Wheelmen.

20885 Winram, S. B., Jr., 708 E. 5th st., Kansas City

Unattached.

20857 Blackman, James H., 1101 Wash. ave., St. Louis
20831 Richards, Wm. F., 3106 Lucas ave., "
20871 Coxwell, M. S., Box 215, De Soto

NEVADA—2—2.

Reno Bi. Club.

20832 Barnes, F. A., Golden Eagle Hotel, Reno
20833 Jaques, C. F., "

NEW JERSEY DIVISION—14—725.

Brunswick Bi. Club.

20872 Mack, Edward, cor. Livingston ave. and Suydam sts., New Brunswick

Elizabeth Wheelmen.

20851 Grymes, J. Randolph, 585 Newark ave., Elizabeth
20852 White, N. H., 57 Orchard st., "

Orange Wanderers.

20859 Clark, Avery, 109 Walnut st., E. Orange

Plainfield Bi. Club.

20866 Beebe, Howard W., Plainfield
20868 Day, Mortimer L., "
20865 Doan, J. Hervey, "
20862 Dorman, E. S., "
20861 Erickson, J. E., "
20864 Hallock, J. H., "
20863 Hendrickson, Dr. F. E., "
20869 Hillman, C. W., "
20867 Simmonds, W. Lee, "
20860 Whitfield, W. L., "

NEW YORK DIVISION—20—2418.

C. T. C.

20839 Heller, J. W., 344 So. Pearl st., Albany
20838 Long, J. S., 367 So. Pearl st., "

Dunkirk Bi. Club. "

20842 Alexander, C. J., Dunkirk
20843 Brooks, Wm. J., 215 Centre, "

Long Island Wheelmen.

20841 Lipman, C. P., 128 Hancock st., Brooklyn

Syracuse Cycling Club.

20886 Beard, F. C., W. S. Peck & Co., Syracuse
20887 Brown, A. T., 113 Oswego st., "
20888 Hatt, Fred W., 10 Tully st., "
20889 Park, W. H., Madison st., "
20890 Petrie, E. F., 27 Warren st., "
20891 Rounds, H. A., 62 Lowell ave., "
20892 Stanton, E. J., Earlville
20893 Welch, Frank, Delaware st., Syracuse
20894 Weston, I. A., 18 Lock st., "

Unattached.

20840 Potter, Albert E., Box 449, Binghamton
20895 Terwilliger, W. J., Columbia College New York
20834 Howland, F, H., 7 Wall st., "
20844 Parker, Wm. S. 361 Madison ave., "
20854 Vail, Joseph, Tuxedo Park
20855 Vail, Peter Jr., "

PENNSYLVANIA DIVISION—4—1451.

Chester Co. Wheelmen.

20847 Beebe, Holding C., Westchester
20846 Hoopes, Harry, "
20845 Hoopes, Frank S., "

York Bi. Club.

20835 Eichelberger, Harry M., 22 N. Beaver st., York

RHODE ISLAND DIVISION—2—252.

Unattached.

20873 Chadwick, R. R., 141 Benefit st., Providence
20874 Hutchinson, Elwin R., 14 Kenyon st., "

VIRGINIA DIVISION—1—112.

Unattached.

20848 Grandstaff, K. A., Woodstock

WISCONSIN DIVISION—1—93.

Unattached.

20853 Luchsinger, S. C., Monroe

"WAY DOWN IN MAINE."

Maine had her first L. A. W. Meet, at Fairfield Park, Oct. 11th. There were several interesting events, including the half and mile L. A. W. Championship. Some of the Pine Tree boys rode Columbias, and those Columbias carried the first and second men over the tape winners in every event.

FOUNDED 1878

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 26 OCTOBER, 1888.

Volume XVII.
Number 26.

WHY WE BLUSH.

WE acknowledged satisfaction after winning first and second in the greatest one hundred mile road race of the year—at Buffalo—where only six riders finished, and ONLY FIVE of the six rode VICTORS.

We added this to our list of "Battle Flags" side by side with such world's events as Clarksville, Crawfordsville, Big 4, Boston—all 100 mile road races, open to the world, and contested by all the large makers—and modestly retired.

We blush, because after all this glory---when a bicycle maker went clear South and got up a race at Nashville, Tenn., to try to show the usefulness of his bicycles, the said maker putting up the prizes in order to stimulate the game---three naughty boys without our knowledge or permission, wanting to make a sure thing of scooping all the prizes offered, bought VICTORS and entered the race.

Well, before we could stop them, they were off and away and at the finish came to the front in 1, 2, 3 order, taking all the prizes---bicycle, medals, shoestrings and all!

It wasn't the thing, and we apologize. We don't want the earth. We only want riders to know that VICTORS are built to get there suddenly, and we are very willing to give the other fellows a chance.

We make the VICTORS, but we are not the "largest makers in the world"---only the best.

Overman Wheel Co., Boston.

The St. George's Engineering Co.,

BIRMINGHAM, ENGLAND,

Are advertising in all the English Cycling Papers that they have made and sold this season

Two Thousand

NEW * RAPID * SAFETIES,

And that out of all these machines they had not heard of a single broken spoke.

TRULY THERE IS A LOT IN THE

TRUE TANGENT WHEEL,

of which the ST. GEORGE'S ENGINEERING COMPANY are the inventors.

We understand the CLARK CYCLE CO., of Baltimore, are, or have been, handling "NEW RAPIDS."

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

WANTED—30 inch secsnd-hand Safety Bicycle; good condition; lowest price. C. A. B., East Brookfield, Mass.

STOLEN from my residence on or about Wednesday, Oct. 17, a 52-inch enameled British Challenge, No. 31,249. R. J. DYATT, 935 Eighth avenue, New York.

SINGER TANDEM, Rudge Safety, new Tandem Annex, which will fit most Tricycles; will exchange for Typewriters [15], 865 Chapel st., New Haven, Ct.

STOLEN, from Columbus Camp Grounds, Columbus, O., a 48-in. Special Star Bicycle, No. 2582; full enamel except trimmings. Liberal reward for its recovery. L. A. SPRING, Springfield, Ohio.

TWO BICYCLES FOR TWO DOLLARS—52-inch Victor L. R., pattern '87; excellent order; not ridden over 300 miles. Victor Safety, '88 pattern, good order. 100 tickets to be sold at $2 each; winner takes both, crated for delivery. Drawing when tickets are sold, which are now ready. Refer to First and Second Nat'l Banks here. A. B. REID, L. A. W. 3406, Clarion, Pa.

MUST BE SOLD! 52-inch Victor Bicycle; nickel finish; A1 condition. Price $75. Address Lock Box 50, Wappingers Falls, N. Y.

FOR SALE—56-inch Expert Columbia; as good as new; at a bargain. Call or address No. 105 Magazine st., Cambridgeport, Mass.

SPECIAL NOTICE

—ON THE—

VIRGINIA EXPOSITION

—AT—

RICHMOND, VA.

Owing to the unsettled condition of the weather the dates of the third Annual Meet of the Virginia Division L. A. W., in connection with the Great Virginia Exposition have been

Changed to October 29th and 30th,

when the track will be in as perfect condition as any track in the country.

Two Professional Races, 16 Amateur Races. Prizes—Cash, Medals, Watches, Racing Wheels.

One fare from any portion of the country pays for a round trip to Richmond during the Exposition.

There never will be such an opportunity to view the great resources of the South and the historical points in and around Richmond.

Entry blanks on application.

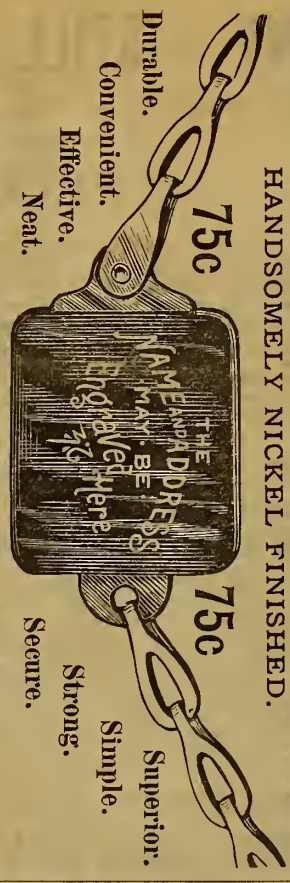
ALEX. H. MEYER,

601 Broad Street, - - Richmond, Va.

STOLEN,

Wednesday, Oct. 17th, 46-inch Standard Columbia Bicycle, No. 5037; machine was pretty well worn, and bright parts rusted. Had parallel bearings. *The Thief* was a young man about eighteen or twenty, dark hair, dark eyes, face slightly freckled; height about 5 feet 6 inches. **Ten Dollars** will be paid for information that will lead to the arrest and conviction of the thief. HART CYCLE CO., No. 118 Arch st., Philadelphia.

American Bicycle Check.



HANDSOMELY NICKEL FINISHED.

Durable. Convenient. Effective. Neat. Superior. Simple. Strong. Secure.

BEST PADLOCK MADE.

American Railway Equipment Co., LIMITED, 45 Broadway, - - New York.

JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, Boston, Mass.

THE STRONGEST KNOWN

Bicycle Elastic Cement.



Used the same as Sealing Wax. No Naphtha Dries Instantly, and can be carried in vest pocket or saddle bag. **Price, 25 Cents.** Don't wheel without it.

T. McDONOUGH. 12 Pearl Street, Boston, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

W. S. MALTBY, *Many New Features in Fancy Cycling.* "The All Around the World and Champion Scientific and Artistic Cyclist." Open for engagements with Bicycle Clubs for Entertainments, Balls, etc. Address care Bicycling World Co., 12 Peart st., Boston.

AS WE INTEND to discontinue the sale of Bicycles, we offer the following wheels at greatly reduced prices: We will sell either a 52, 53 or 54-inch New Mail Bicycle at $95 cash. These wheels are all 1888 make, have Trigwell ball head, and have never been taken out of the original crates. J. B. FIELD & CO., Detroit, Mich.

STARS — Second-hand. Bargains. JOHN T. STARR, Coldwater, Mich.

A NEW WHEEL FOR FIFTY CENTS, of your old machine, with one coat of R. I. Enamel. The most durable and best substitute for baked enamel. Will be sent postpaid for postal note of above amount, if your dealer does not have it. WHITTEN & CO., Manufacturers, Providence, R. I.

A Few Second-hand Springfield Roadsters,

in fine condition, for sale cheap. JOHN P. LOVELL ARMS CO., 147 Washington st., Boston, Mass.

10,000 PAIRS SPADE HANDLES, superior style and quality, at **$1.50** per pair. For particulars write C. H. METZ, Utica, N. Y.

HALL Type Writer for sale or exchange; do. Bicycles. Write us. Novelty Mfg. Co., No. Adams, Mass

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLES AND TRICYCLES. Send for our List before you buy. Complete Repair Shop. Special attention paid to tourists who need repairs. W. M. FRISBIE COMPANY, 16 Crown st., New Haven, Conn.



WE COVER THE GROUND.

Bicycles and Tricycles for the million. High grade, medium grade, low grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



WE * STILL * HOLD * OUR * OWN.

Moderate Prices, Good Quality, Hill Climbing, Safety and Speed are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. Meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44 1-2; three mile handicap; five-mile, open to all, last quarter in 30 seconds—best on record; half-mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. Weld, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

Remember Our Hill Climbing Records.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carsley. E. G. Bergholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis, and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Prouts Neck, a distance of some fourteen miles. On the way out the party passed Spurwick Hill, an eminence that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in successsion. So on Monday the party repaired to the hill, and after Carsley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumbfounded is putting it mildly. Shurman rode his Springfield Roadster. [Will some Portland reader kindly give us the grades of Spurwick and Park Street Hills, and oblige?—Ed. Bicycling World.]

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. Catalogue free.

JOHN P. LOVELL ARMS CO., Sole New England Agents, 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, No. 9 Cornhill, Boston, Mass.

THE KODAK CAMERA.



KODAK—Rapid Transit Photography.

THIS little instrument, which is very appropriately styled "**The Wheelman's Camera,**" offers a particularly attractive and most practical form of Amateur Photography. Persons having no knowledge of the art, are enabled by the use of the "**Kodak**" to produce the finest pictures.

Its popularity among wheelmen may be explained by the fact of its being so **easily carried.** It is but six inches long and weighs less than two pounds, yet **One Hundred** views may be secured without reloading the camera. The exposures are made **instantaneously,** on a spool of sensitive film paper. This film is brought before the lens by turning a screw. After **100** views have been made the spool of film is removed from the camera and mailed to the factory, where the negatives are developed and pictures finished and returned.

This relieves the operator of the only disagreeable feature of the work.

Each camera is provided with a handsome russet leather carrying case, with shoulder strap.

Every Wheelman should have one, and obtain by its use a valuable collection of interesting scenes and incidents—beautiful bits of landscape, and many other views that would prove both **novel** and instructive, and which could be secured on every trip.



In Carrying Case.

Send for Descriptive Circulars.

The EASTMAN DRY PLATE AND FILM CO.

Rochester, N. Y.

115 Oxford St., London.

(☞ Mention this paper.)



Making an Exposure.

THE BICYCLING WORLD
DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday
BY
THE BICYCLING WORLD COMPANY,
12 Pearl Street,
BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

League members who desire a change of address should notify the Secretary, Abbot Bassett, Box 5267, Boston, sending their old address and 1888 number.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:
C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 26 OCTOBER, 1888.

WE are very sorry that we have awakened the ire of our friend, Mr. Jno. A. Wells, by expressing our opinion as to what constituted an "ordinary road wheel." We held that every machine kept in stock by any maker was a road wheel. This we think is sound and logical, and we notice Mr. Wells does not take exceptions to that particular ruling, but when we go on to say that a combination of 48-inch gearing and 6 3-4-inch cranks we would consider a fair minimum and maximum, he flies into a "coniption fit," and says we are ignorant, stupid and biased, and otherwise says obstreperous things about us.

Now let us see how far out we are in our decision, and how ignorant we really are.

Starting with a 48-inch gear and 6 3-4 crank, we will take other gears and see what length of crank is necessary in order to preserve the ratio of increase. We do not present these figures as being exact, but they are near enough:

48 inch gear	6 3-4 inch cranks
52 inch gear	about 7 5-16 inch cranks
54 inch gear	about 7 7-8 inch cranks
57 inch gear	about 8 1-2 inch cranks

As to the different makes, we find:

Veloce	gear	52 inch,	6 1-2 inch cranks
Victor	gear	54 inch,	6 3-4 inch cranks
Swift	gear	54, 57 inch,	7 inch cranks
Singer	gear	51, 54, 57 inch,	6 3-4 inch cranks
Rambler	gear	52, 60 inch,	6 or 7 1-4 inch cranks
Ivel	gear	54 inch,	6 3-4 or 6 1-8 inch cranks
Humber	gear	52 inch,	7 1-2 inch cranks

The Rambler has an extension attachment which can be put on to any stock wheel, thus making the crank adjustable from 6 inches to 7 1-4 inches.

We hope the above tables will prove of value to Mr. Wells and to other of our readers. We hold that any wheel that can be bough in stock or is catalogued as being a stock machine is an ordinary road wheel, and we think this ruling will be accepted, Mr. Wells to the contrary notwithstanding. Our table taking the 48-inch and 6 3-4 for a basis is only intended as a comparison, but the table of actual gears on road machines will prove an interesting guide in case the question of stock gear comes up again.

THE MASSACHUSETTS BICYCLE CLUB.

THE Boston *Herald* printed last Saturday the news that this old standby was about to disband. To corroborate the statement we called on one of its chief officers and was told that the announcement was premature, and was much regretted by the members themselves, as tending to hurt the future of the club in the event of a desire on the part of the members to stick together and continue the organization. That there is a lack of interest, the aforesaid officer did not contradict, but he expressed a strong hope that in the spring a new life might be infused into the now almost paralyzed body, and that the Massachusetts Club would live to duplicate its brilliant achievement of the past.

A strong effort will be made, and we hope with success, to carry the club along, though it may be on less pretentious lines. For the good name of cycling we trust the Massachusetts Club, one of the oldest and most honorable in the land, will continne in existence for many years to come.

MR. DUCKER ON THE L. A. W. RULES.

Editor Bicycling World: Your remarks in the issue of the 5th, regarding the changing the rules of the L. A. W. at the Buffalo meeting, by which a novice was one who had not won a prize up to date of entry instead of event as the rule, is a just one. The L. A. W. rule is wrong, and should be changed to conform to other rules of the best and largest sporting organizations in the world. In the case of the Buffalo meeting, I only did what has been done at every Springfield meeting, and it is recognized as a just change by all. Our racing rules are weak, and any one that has had a large meeting once on their hands knows full well that it is a matter of impossibility to adhere to the rules, except on general principles. Should the League undertake to enforce the rules, every amateur that raced at Buffalo would have to be disqualified, and why? Because we offered a prize of larger value than $50, and yet no one will question the wisdom of the change. Just as long as our rules are in an incomplete condition, just so long will race meeting managers have to use their own judgment in the matter.

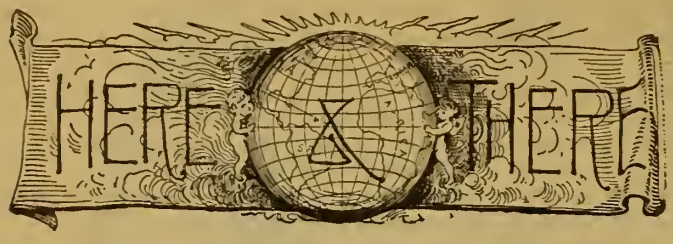
The remarks of your correspondent as to why Abbot Bassett is no longer chosen referee at the large meetings, a position which he is so competent to fill, can be easily answered. Secretary Bassett is too busy with the details of League work to be giving his valuable time to race meetings. For the fidelity with which he is attending the business of the League, great credit is his due. I have not a doubt but that other places than Buffalo have asked the genial Secretary to favor them with his presence, and got the same reply that we did, "Too busy."

Secretary Bassett has hit the key note as to the greatest evil of the race track, and that is the presence of those men on the track who have no business there, and who above all should by example stay off. These very men, who as a general tning are the men who feel that by reason of their position or being a member of the club have an indisputable right to go wherever they please, are the hardest men to deal with, and are the ones who take offense if asked in a kindly way to please keep off the track. The evil must be abated, and I trust that the talk will be kept up till next season, and then the managers will make an effort in endeavoring to keep the track clear, whether interested in the races or not.

Buffalo, N. Y., Oct. 12, 1888. HENRY E. DUCKER.

A CHALLENGE TO NO 3,507.

Editor Bicycling World: I will ride a road race with Mr. 3,507, for a $100 solid gold medal, 100 miles or over, each party to deposit $100 in Wichita Bank to pay for medal, the winner then gets his $100 back, also the medal. If it should rain or roads be rough or sandy, each man, if he chooses, can walk or ride his bicycle, or run. Under no consideration will the race be off, first man in, run, walk or ride his bicycle gets the medal. Take your choice of roads, I here have two of them: First, Wichita to Salina; second, McPherson to Arkansas City. I shall be willing to go to Peabody and return, but the distance is only 87 miles by rail and only 70 by wagon road, and 100 miles we must make or over. If this suits, write me at once, and I'll come and make final agreement. I choose J. H. Everest for one of the judges, race to come off 1st. of November, 1888. GEO. W. SCHOENHUT, 385.



NEW YORK.

"HAWKSHAW."

CYCLING and elephants don't as a rule seem to have any affinity for each other, in fact I don't recall but one elephant who took to cycling, and he was a professional and earned his living by riding what was called a bicycle in a circus. But a recent decision of the circuit Court at Nashville, Tenn., once more brings the elephant and the rights of wheelmen into juxtaposition. It appears that Forepaugh paraded through the streets of that city with his circus, and among other attractions of the pageant was an elephant. An on-looker's horse, whose olfactories were of too tender an order to stand the odor of elephant, showed his objections with the usual display of "horse sense" by running away and smashing up things in general. The owner sued for damages, on the ground that the appearance of the elephant in the streets was a nuisance per se, and that the owner should be made liable for all damages resulting therefrom. The judge instructed the jury to find for the defendants, as he said it was not necessary for the owner of the elephant to so perfume the animal as to make it suitable to the delicate nostrils of the plaintiff's horse. This decision is of value to cyclers, as it is another lesson to the "road hog," demonstrating once again that in the eyes of the law he does not own the entire roadway, but must take his chance upon it equally with all others, and because something may scare his four-footed slave it does not necessarily follow that the object scaring his horse has no rights upon the highway. Continual dripping of water upon a stone will at last wear it away, and upon this principle perhaps the continual drumming of the foregoing facts into the heads of horse owners may, in a thousand years, cause them to become aware of the existence of other people's rights upon the public highways.

AN exhaustive illustrated article on city wheelmen and their club houses, in the last issue of the New York *Sunday World*, was from the pen of Mr. C. A. Sheehan, of the Manhattan Bicycle Club. The entire affair reflects much credit upon this energetic young wheelman and upon the subject he so impartially portrayed.

I UNDERSTAND that Mr. Coyne, who suffered a compound fracture of his leg, through being run over by a careless driver in Central Park, has compromised his suit for damages against the driver for $3000 cash. Sometimes the amusement of running down and injuring wheelmen comes high, and Mr. Coyne's case seems to be one of the most expensive kind.

THE new athletic track of the Berkeley Athletic Club bears the particularly anglicised title of the Morris' Dock Oval. I am afraid that the praiseworthy efforts to hold a first-class amateur race meet on Saturday will not meet with the success that it would have had it been held earlier in the season, however, every wheelman in and around this city should feel it a duty that he owes to himself and to the cause, to labor in every way to make this affair a success, and I hope that we may see by the numbers of them present what an interest wheelmen have in those who are interested in them and their favorite sport.

IT has often been a source of wonder to me why cycling should have proved so attractive to doctors. If you have noticed the fact, almost a majority of those high in power in the councils of wheeling are bearers of the title of doctor. I believe that the cause for this is two fold. Differing as the medicos do upon the merits of allopathy and homeopathy it is a relief for them to find in cyclography a curative school in which all of the warring "opathists," of whatever denomination, may agree, and again, it must be indeed pleasant for them to be able to find in it a prescription as easy of taking as of prescribing, and hence their admiration and adoption of wheeling.

AT last wheelmen here have got themselves mixed up in the athletic war now going on between the N. A. A. A. A. and the newly organized Amateur Union. A rule of the Union forbids athletes from competing in any games not held under its rules, with one exception, and that is of such as are run under the approved rules of the L. A. W. Now the recent "championships" of the N. A. A. A. A. had among other events a two-mile bicycle race, and Messrs. Powers, Hanson and Wieners competed. This event was not stated to be held under L. A. W. rules, and under the strict interpretation of A. U. rules these gentlemen are ineligible to start in any other games than N. A. A. A. A. ones, or purely League affairs. As the A. U. has under its jurisdiction almost every athletic club of any prominence in this country, with the exception of the Manhattans and the Missouris, it looks as if the above gentlemen had got themselves into a muss, the ultimate result of which it is not easy to foretell.

IT is to be regretted that so well known a writer as Joseph Howard should have found it necessary to speak, or rather to write, disparagingly of wheelmen here in so widely read a journal as the Boston *Globe*. While his remark that they are a "nuisance" and "care nothing for nobody" may be ungramatical, it is nevertheless to a large extent true, many riders thinking, or acting as though they did, that the roads were made for their sole use. In fact it cannot be denied that the much-abused road hog has a close relative and prototype in the ranks of wheelmen, and that sooner or later he will become the subject of some legal action which will put a stop to his arrogant and idiotic idea of sole possessorship of the public highways. When this day does come I hope that the large number of intelligent and well behaved riders, whose good name is made to suffer by the ill-advised actions of these thoughtless ones, will not fail to vindicate themselves by aiding in the suppression of this crying "nuisance," for such it undoubtedly is.

PORKOPOLIS NOTES.

"STAR."

To ride at the top of one's speed and only make stops for the purpose of swallowing stimulants is not the way to get either the greatest pleasure or the greatest benefit from the use of the wheel. The only time when their use is at all justifiable is when it is a case of get there at all hazards. The belief that they add strength to the rider is all a mistake, for he who resorts to them is simply making drafts on his store of vital energy that must be honored the following day. Cycling is a sport that requires a temperate life for its fullest enjoyment. It is utterly incompatible with dissipation of any kind whatsoever, and he who is leading the life that ends in an early grave soon finds that he must either reform or give up the wheel, while to him whose blood is free from alcohol and the virus of disease its proper use is not only a source of pleasure but enables him to go about his business with a clear brain, invigorated muscles and every organ performing its functions in a healthy manner.

THERE are several points on the Harrison Pike that s[illegible] called *Rut-land*.

JOE HOSEA is said to be extremely fond of *Pearls*, especia[illegible] found near Cleves, Ohio.

TOM SCHULTZ attributes "Toot" High's phenomenal success as a photographer to the frequent use of a certain talismanic expression.

PIGMAN and Schultz have such a bad attack of "camera" fever that they went to Miamitown a few Sundays ago and took everything that "Toot" High had left.

AMOR HALL, while crossing the slippery car tracks at Fifteenth and Elm, attempted to tip his hat to a passing damsel with the following result: A muddy coat, a smashed tile and a broken handle-bar.

THE horrible noise emmitted by the whistles of the youthful wheelmen that nightly parade our asphalt streets is a painful evidence of the negligent manner in which the fool killer has been discharging his duty.

THE "Veloce Club," of Cincinnati, with an actual membership of twenty-two, has just been organized. The officers are: President, Carey; Captain, F. Keppas; First Lieutenant, W. Keppas; Second Lieutenant, W. Wise; Treasurer, J. Hatfield; Secretary, W. J. Straus. The club expect soon to fit up suitable headquarters.

MR. H. W. LONGLEY, President of the Cincinnati Bicycle Club, who has ridden almost every day for the last four years, is doing a great deal, in a quiet way, to demonstrate the utility of the wheel as a practical means of locomotion for the business man in the transaction of his business. In inclement weather he wears a long rubber coat that is split half way up the back, the lower part being tied about his legs with tapes. He does not confine his use of the wheel to the city but takes it with him when he goes out on the road, and claims that he not only saves more than the cost of his machine each year in street railroad fares, but is able to transact more business in less time than he could without it.

QUITE a number of wheelmen have mistaken notions as to the effect of a rain on the roads. They see that quagmire on Spring-Grove avenue and immediately jump at the conclusion that all the roads are in the same condition. They do not seem to know that such roads as the Colerain, Harrison, Lexington, Independence, Alexandria, Licking and similar turnpikes are in better condition on the second day after a rain than at any other time. Even the Captain of one of our local clubs is laboring under this same mistake, for he recently postponed a run to Venice, Ohio, simply because it had rained two days previously. A solitary wheelman, however, who ventured out, found the road from the foot of Mt. Airy hill to Venice—a distance of twelve and one half miles—smooth, free from dust and perfectly dry.

CHICAGO.

THE "STROLLER."

WINDHEIM and Eyer, of the Dearborns, are dividing their time between the wheel and filling the positions of pitcher and catcher in a local base ball nine. Eyer has the reputation of riding a wheel with less spokes in it than any cycler in Chicago, there being about eight left in the little wheel of his bike at present, and about a third of them out in the large wheel, but he manages to get there just the same.

THE Chicagos have eight applicants for membership to act on at their next meeting.

VAN SICKLEN has gained some eight pounds since his accident at Buffalo, but he is not the same old Van yet by any means.

THE Fort Dearborns give a smoker Tuesday evening next to the Englewood Club to talk over consolidation with them, I am told.

CARLSON, of the Fort Dearborns, is a candidate for County Surveyor, and I trust all wheelmen will vote that way without regard to politics, as Mr. Carlson is an active wheelman and will use his influence for good roads at all times.

THEY say Oliver swears by Davis now on account of his deciding vote for "Verax," as a delegate to the business meeting of the L. A. W., and also that as a result of this healing of differences a consolidation of the Illinois and Lincoln Clubs may be looked for at any time, in order to keep up with the Fort Dearborn-Chicago consolidation, and thus be able to hold their own in League politics.

I UNDERSTAND that "Gus" had an article all prepared for a leading daily here, on cycling in Chicago and the Dearborn Club in particular, but that "Verax" got wind of it and got up an article descriptive of the Lincoln Club, profusely illustrated, which was published in Sunday paper, and now the other paper that had engaged [illegible] to publish his article, and so he mourns the loss of [illegible] of the article, and his loss of time and labor, to say [illegible] of a string of powerful adjectives that would not look well in print.

THE Dearborns voted to consolidate with the Chicagos, and the Chicagos hold their meeting the 25th to see whether they will do likewise; each club to clean off their indebtedness and form one club, clear of debt, under the name of the Chicago Cycling Club. This is the proposition as passed at the last meeting of the Dearborns, and rumors are flying thick and fast as to the manner in which the proposition was passed, it being a stormy night and only a quorum there. Skinkle is pleased, Cory, the Treasurer, and Randall, the President, although formerly the best of friends, now do not speak, Carlson threatens to get ont an injunction or resign from the club, and I expect to see the fur fly soon.

NEW JERSEY NOTES.

"RATCHET."

GENERAL regret is expressed at the action of the Alphabetical Association in postponing the fall road race. The people living in Irvington, Hilton and Milburn are deploring this action, as they have, one and all, been very much interested in these contests, and depended upon them to relieve a somewhat dull seasou. Election day, however, will not be entirely devoid of sport on the Irvington-Milburn course. The ten-mile handicap road race of the Elizabeth Wheelmen will take place in the morning with eleven or more starters. I understand that the Kings County Wheelmen will run a twenty-five-mile race in the afternoon, and also that the Hudson County Wheelmen will hold a club contest; so that there will be something to help kill time.

WHERE is James Purvis-Bruce? Does any one know? Will any one tell?

ABOUT twenty-five "Wanderers" took a spin from Orange to Pine Brook and Morristown and return on Thursday, 18, and had a very pleasant run.

A NUMBER of Newark knights of the wheel visited the handsome club house of the Elizabeth Wheelmen on Wednesday evening, 17, and were very hospitably received. The trip was made a-wheel, and three tandems were along. The E. W. have placed electic lights in their house.

MR. EDITOR, unless all the local papers are incorrect, you were misinformed in regard to the ten-mile raee of the Orange Wanderers, on the 15th. The race took place over a course from a point on Central avenue, east of Grove street, up Central avenue to Harrison street, to Centre street, to Central avenue, to the starting point and repeat; instead of over the Irvington-Milburn course. Lindsley's time for five miles was 22m. 30s.

SYRACUSE.

"SALINA."

NOW that the evenings are lengthening the cycle club rooms present a very lively aspect. Nearly every night one may find from ten to fifteen members about the rooms, making merry and having a big time generally. In the "parlor" those of a literary turn of mind may enjoy themselves to their heart's content, and the card room has its frequenters, but the billiard room seems to have the greatest attraction for the boys, and the revenue from the games played is no small amount.

THE moustache craze has struck the boys, and not a few are now troubled with the "hair lip."

THÉRE is *some* "guessing" as to who "Salina" is, but at the present stage of the game every one is at sea, and we still remain *incog.*

IT's a funny thing, that when a man gets a good thing he won't stick to it. As an example, the office of Secretary and Treasurer in our club is a "good thing," but our present incumbent says "he'll be blessed" if he wants it again, even if he does get the magnificent salary of ten dollars per annum!

AT a special meeting of the club, held a week since, it was decided to obtain two rooms adjacent to our present ones. With these extra rooms we will be very nicely fixed, and we hope that those of our members who are constantly crying for a change will quit it and take the advice of the old lady, who said she obtained much comfort "from that verse in the bible, 'grin and bear it.'"

CHICAGO

ITEMS.

HURRAH for the Chicago Cycling Club, the leading cycling organization of America! This club represents the combined membership of the Chicago Bicycle Club and the Fort Dearborn Cycling Club, and has a roll of 200 members, with assets of more than $2500. Certainly a fine showing, and one that should make its members feel proud of their record.

THE club has the old club house on Lake avenue, a fine, brown stone, four story affair, together with the elegant rooms of the Chicago Bicycle Club next to Kinsley's, on Adams street. It has all the oldest and best cyclists of Chicago on its rolls, and certainly leads all other organizations for riding supremacy, whether it be on the track or on the road, at hill climbing or mileage.

THE down-town rooms afford a convenient meeting place for members during the day, and will be the place of all others for visiting wheelmen to make themselves at home. The privileges of the down-town rooms should bring in a large number of members from the North and West Sides. The dues, $1.50 per month, entitle members to privileges of both club houses, and I understand that they will be reduced to $1.00 per month as soon as practicable.

OF course the Chicago Club loses its standing in the League, and the League loses one of its oldest clubs, in fact as old a club in the League as any, being represented at the organization of the League at Newport. After some discussions among the members it was decided that any benefits accruing to the club because of its League standing could be had as well if those members who wish to join would do so individually, and in this I think the club was right. One of the officers of the Chicagos told me that the average cycling life of the entire membership was nearly five years. What other club can show such an average?

LUMSDEN proved himself a winner at Quincy last week, defeating Percy Stone without difficulty.

HALF a dozen of the Chicagos enjoyed a 70-mile run through Wankesha County on the 7th. The roads were reported as being

SOME LETTERS ABOUT "CLUB" CYCLES.

96 1-2 Summer St., Boston, Mass., Sept. 25, 1888.

The Coventry Machinists' Co., Ld:

Gents—I think the Marlboro' Tandems are the finest machines made, for after two (2) years' hard use I find mine as good as new. Yours, W. H. Russell.

---

26 Purchase St., New Bedford, Mass.

Coventry Machinists' Co., Ld.:

Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact Respectfully yours, W. J. Mills.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism. Yours truly, W. H. Renand, Jr.

Send for Catalogue to

THE COVENTRY MACHINISTS' CO., Ld., 239 Columbus Ave., BOSTON.

WARWICK

THE WHEELS FOR 1888

ARE

THE Warwick Perfection BICYCLE

AND

THE Warwick Perfection SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

MFG. CO.

SPRINGFIELD, MASS

be possible that the "new recruit" alluded to above is A. A. McCurdy of ill-flavored cycling fame? A muffled drum beat and a rattling volley of bullets will be the end of this poor misguided man, whoever he be.

L. A. W. No. 451 writes: "A word if you please, concerning rail road rates on bicycles. Having occasion to bring mine from Clinton, Conn., to this place, some 650 miles, I find that the N. Y., N. H. & Hartford, or "Consolidated," charge 50 cents for 75 miles, and an additional 25 cents for over 75 miles, i. e. I paid 75 cents from Clinton to New York. The N. Y. C. & H. R. R check free over their lines, the owner signing a release. The Lake Shore & Michigan Southern check free without release. The Erie and Pittsburg, a branch of the Pennsylvania line, don't check, but take one's wheel along without any grumbling, and I note that a small "tip" insures a very careful handling of your wheel. Our point, too, in case of a safety. I took off my pedals and packed them beneath the saddle, then turned the handle-bar lengthwise with the machihe, and set it there, thus making a snug affair to set up inside of the car, and every baggage man spoke of the improvement. I think if wheelmen will do what they can in their little way, our wheels will receive full as good treatment on the railroads, as if we exact too much from the men who handle them."

Every once in a while we have to chronicle an epidemic of kleptomania among a certain class of men who look on cycles as good game. We seem to have struck such an epidemic now, and we would suggest, as a partial preventative, the use of a good lock and chain. Just now the Bradford, Pa., wheelmen complain of being victimized, and the *Express* thus describes the thief and his *modus*: "This particular thief is described as being of rather heavy build, weighing about 180 pounds, light complexion, blonde hair, a fluent talker and usually dressed in a bicycle uniform, age about 21 or 22 years. He very properly claims Auburn his home (it probably will be if he keeps on in his present business much longer), and is careless about his name, traveling under several aliases. His particular "lay" is to become acquainted with some member of a bicycle club, get invited to the club house, and after enjoying the hospitalities of the club for an evening, quietly mount a wheel on leaving and make off with it. He has successfully played his game at Bradford, Pa., and at a small town near there, and was last heard from at Tonawanda, where he succeeded in picking a wheelman's pocket of $20.60 last week. A member of the Ramblers' Club of this city is reported as having lost a wheel last Thursday and there is a possibility that this enterprising thief is the guilty person."

SYNYER—OSMOND.

[illegible]y, in fact the editor of that paper fairly bubbles [illegible] Synyer has beaten Osmond in his great one-mile [illegible] two attempts were made before the race was decided. [illegible] attempt was brought about by the breaking of a spoke in [illegible] wheel. Osmond, in a sportsmanlike manner, waived his right to the race and ran him again. Synyer won the match in the very slow time of 3.35 4-5. Hence the hilarity of *Wheeling* over the defeat of Hillier's *protege*.

RACES AT DANVERS, MASS.

The Danvers, Mass., Cycle Club races were run yesterday on a heavy track. The results:

Mile novice—J. Ogden, of Middleton, 3m. 4s.
Half-mile, club challenge, two in three—M. W. Robson, of Salem.
Mile tandem bicycle—R. H. Robson and mate, of Salem, 4m. 50s.
Mile handicap—E. A. Bailey, of Somerville, scratch, 3m. 37s.
Mile tricycle—R. H. Robson, of Salem, 5m. 15s.
Two-mile—E. A. Bailey, 8m. 15s.
Mile county championship—H. Robson, of Salem, 4m. 14s.
Referee—W. S. Atwell, of Boston.

RICHMOND (VA.) RACES.

Some Richmond cycler has been writing all over the country, stating that the track for our bicycle races will be in a terrible condition, and that it was the wish of the committee that the meet should not be a success. I wish you would deny this in toto.

We have had miserable weather, and thinking we could not get the track in perfect shape by the 23d and 24th, we have postponed the meet until Oct. 29th and 30th, and we give you the assurance of the Exposition managenent (all of the highest repute) that the track will be in as good condition for bicycle racing as any similar track in the country.

There has also been some misunderstanding about hotel rates. There are many clean, orderly places where a night's lodging on new beds can be obtained at 50 cents, and meals in all the principle restaurants at usual prices. The hotels on American plan have rooms from $1.50 to $4 per day.

With the present number of entries the meet is an insured success.

A. H. Meyer, Chairman General Committee.
H. C. Jones, Director General.

BERKELEY ATHLETIC ASSOCIATION RACE.

Thirty-five entries have been received for the Berkeley meet, including Windle, Halsted, Kenneth Brown, Van Benschoten, Harry Hall, Jr., Wise, J. W. Powers, Greenleaf and Davis of Harvard, Baggot, Caldwell, and others. There are twenty-two men in the mile-handicap and almost as many in the two-mile handicap. In the half-mile scratch race there will be a great fight between Davis, Windle and Halsted. The track is being put in splendid shape. The prizes excite universal admiration. All New York has been placarded and the meet has been thouroughly advertised.

SPECIAL TRAINS.

The races will be started promptly at 2.30 P. M.

A special train will leave the Grand Central Depot, Forty-second street and Fourth avenue, at 2 o'clock, reaching the grounds at 2.17. A number of regular trains run from the Grand Central Depot during the afternoon. Admission to grounds, including excursion railroad fare, seventy cents.

Take Sixth or Ninth avenue "L" train to 155th street, from which point trains will leave on the New York and Northern Railroad at 2, 2.10 and 2.20 P. M.; six minutes to grounds. Tickets, including fare from 155th street to grounds and return, sixty cents. Tickets on sale at New York and Northern Railroad depot at terminus of "L" road.

The grounds may also be reached a-wheel, as follows: Up Seventh avenue to Macomb's Dam bridge, and directly up Central avenue a short distance, when, on left side of road, a sign will be seen, reading: "Berkeley Oval, 5 minutes' drive." This road will bring direct to the grounds.

Brooklyn cyclists with wheels may reach the Grand Central Depot by ferry from Broadway, Brooklyn, to Twenty-third street, New York City, thence across to Fourth avenue and up Fourth avenue to depot.

RACING AT PHILADELPHIA—THE GREAT 100-MILE ROAD RACE.

Last Saturday afternoon the first of the races for the five mile challenge cup of the Pennsylvania Bicycle Club was held on the track of the Y. M. C. A. Athlethic Club, in West Philadelphia. The cup, which is a magnificent silver trophy, about 20 inches in height, is held by the winner, subject to a challenge from any active member to race within thirty days' notice. Sixteen entries, (but ten starters) for the first race, on Saturday, promised a lively contest, nor were the some two hundred spectators—a fair sprinkling of whom were ladies—disappointed. The weather was raw and blustery and the heavy wind and soft track prevented anything like fast time. As the racers were variously handicapped, ranging from 1-2 to 2 laps, and as the track is a five lap one, the race was no sooner started than the men were so mixed, that one could scarcely tell t'other from which. Following are the starters, handicaps and finish: J. W. Draper, 1-2 lap, 1; D. A. Longaker, 1 1-2 laps, 2; Jno. G. Fuller, scratch, 3; C. L. Leisen, 1 lap, 4; A. Kohler, 1 lap, 5; John A. Wells, 1 lap, 6; L. J. McCloskey, 2 laps, 7; W. W. Randall, 2 laps, 8; L. A. Hill, scratch, dropped out; W. P. Street, Jr., 2 laps, dropped out. Fuller twice rode too close to the curb, and the second time ran in so near to Kohler's wheel that the two collided, and two headers were the result. Fuller's wheel was damaged, so Hill very kindly gave him his, but the delay spoiled all his chances of winning, by Draper—the man he had to fear most—getting so far ahead as to render catching him, out of question. In fact it was in doubt as to whether he could have caught him at all, as Draper rode a plucky race. Before this race, an impromptu contest between the married and single ones was run off, in which Wells and Street, married, scored five points against the same number for Longaker and Randall, single; Wells coming in first, Longaker, second, Randall, third and Street, fourth.

Through Captain Supplees' offices, prizes for all the contestants in the cup race were provided. Draper took a solid silver match safe, Longaker a pair of silver salt and pepper casters, and the rest booby prizes. Everything was voted a great success—especially the presentation of the prizes, which took place at the club house after the races, before an invited audience. President George T. Laing welcomed the guests, and Captain Wm. D. Supplee made the presentation speeches in his usual happy vein.

Howard Pyle, of Wilmington, having challenged McDaniel to a

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Gents—I received the "SWIFT" all safe. Am very much pleased with it. It far exceeds my expectations, both in beauty and ease of propulsion; all recognizing its superiority. Its popularity here is an assured fact Respectfully yours, W. J. MILLS.

Mechanics and Traders Insurance Co.,
14 Carondelet St., New Orleans, La., Aug. 29, 1888.

The Coventry Machinists' Co., Ld., Boston, Mass.:

Dear Sirs---Lately I have been out riding on the "SWIFT," and it has been seen and examined by nearly all the wheelmen in the city; they all had to try it (as a matter of course), and the result is that two of the boys wanted to trade their American Champions for a SWIFT Safety.

I must say that without exception every one that tried it pronounced it a perfect machine, easy running, light and very rigid; the chain adjustment, and hinges on mudguards, diamond frame, and the lamp, all strike the fancy of every one. None found any fault with it, something that is very unusual here, for whenever a new wheel makes its "debut" here it is at once pulled to pieces by criticism. Yours truly, W. H. RENAND, JR.

Send for Catalogue to

THE COVENTRY MACHINISTS' CO., Ld., 239 Columbus Ave., BOSTON.

WARWICK

THE WHEELS FOR 1889

ARE

THE **Warwick Perfection** BICYCLE

AND

THE **Warwick Perfection** SAFETY.

WHEELMEN LOOK OUT FOR THEM.

Agents * Don't * Get * Left

WRITE FOR DESCRIPTION.

LOOK OUT FOR THEIR TANDEM BICYCLE.

MFG. CO.

SPRINGFIELD, MASS.

be possible that the "new recruit" alluded to above is A. A. McCurdy of ill-flavored cycling fame? A muffled drum beat and a rattling volley of bullets will be the end of this poor misguided man, whoever he be.

L. A. W. No. 451 writes: "A word if you please, concerning rail road rates on bicycles. Having occasion to bring mine from Clinton, Conn., to this place, some 650 miles, I find that the N. Y., N. H. & Hartford, or "Consolidated," charge 50 cents for 75 miles, and an additional 25 cents for over 75 miles, i. e. I paid 75 cents from Clinton to New York. The N. Y. C. & H. R. R check free over their lines, the owner signing a release. The Lake Shore & Michigan Southern check free without release. The Erie and Pittsburg, a branch of the Pennsylvania line, don't check, but take one's wheel along without any grumbling, and I note that a small "tip" insures a very careful handling of your wheel. Our point, too, in case of a safety. I took off my pedals and packed them beneath the saddle, then turned the handle-bar lengthwise with the machine, and set it there, thus making a snug affair to set up inside of the car, and every baggage man spoke of the improvement. I think if wheelmen will do what they can in their little way, our wheels will receive full as good treatment on the railroads, as if we exact too much from the men who handle them."

Every once in a while we have to chronicle an epidemic of kleptomania among a certain class of men who look on cycles as good game. We seem to have struck such an epidemic now, and we would suggest, as a partial preventative, the use of a good lock and chain. Just now the Bradford, Pa., wheelmen complain of being victimized, and the *Express* thus describes the thief and his *modus*: "This particular thief is described as being of rather heavy build, weighing about 180 pounds, light complexion, blonde hair, a fluent talker and usually dressed in a bicycle uniform, age about 21 or 22 years. He very properly claims Auburn his home (it probably will be if he keeps on in his present business much longer), and is careless about his name, traveling under several aliases. His particular "lay" is to become acquainted with some member of a bicycle club, get invited to the club house, and after enjoying the hospitalities of the club for an evening, quietly mount a wheel on leaving and make off with it. He has successfully played his game at Bradford, Pa., and at a small town near there, and was last heard from at Tonawanda, where he succeeded in picking a wheelman's pocket of $20.60 last week. A member of the Ramblers' Club of this city is reported as having lost a wheel last Thursday and there is a possibility that this enterprising thief is the guilty person."

SYNYER—OSMOND.

[illegible]y, in fact the editor of that paper fairly bubbles [illegible]Synyer has beaten Osmond in his great one-mile [illegible]wo attempts were made before the race was decided. [illegible]attempt was brought about by the breaking of a spoke in [illegible] wheel. Osmond, in a sportsmanlike manner, waived his right to the race and ran him again. Synyer won the match in the very slow time of 3.35 4-5. Hence the hilarity of *Wheeling* over the defeat of Hillier's *protege*.

RACES AT DANVERS, MASS.

The Danvers, Mass., Cycle Club races were run yesterday on a heavy track. The results:

Mile novice—J. Ogden, of Middleton, 3m. 4s.
Half-mile, club challenge, two in three—M. W. Robson, of Salem.
Mile tandem bicycle—R. H. Robson and mate, of Salem, 4m. 50s.
Mile handicap—E. A. Bailey, of Somerville, scratch, 3m. 37s.
Mile tricycle—R. H. Robson, of Salem, 5m. 15s.
Two-mile—E. A. Bailey, 8m. 15s.
Mile county championship—H. Robson, of Salem, 4m. 14s.
Referee—W. S. Atwell, of Boston.

RICHMOND (VA.) RACES.

Some Richmond cycler has been writing all over the country, stating that the track for our bicycle races will be in a terrible condition, and that it was the wish of the committee that the meet should not be a success. I wish you would deny this in toto.

We have had miserable weather, and thinking we could not get the track in perfect shape by the 23d and 24th, we have postponed the meet until Oct. 29th and 30th, and we give you the assurance of the Exposition management (all of the highest repute) that the track will be in as good condition for bicycle racing as any similar track in the country.

There has also been some misunderstanding about hotel rates. There are many clean, orderly places where a night's lodging on new beds can be obtained at 50 cents, and meals in all the principle restaurants at usual prices. The hotels on American plan have rooms from $1.50 to $4 per day.

With the present number of entries the meet is an insured success.

A. H. Meyer, Chairman General Committee.
H. C. Jones, Director General.

BERKELEY ATHLETIC ASSOCIATION RACE.

Thirty-five entries have been received for the Berkeley meet, including Windle, Halsted, Kenneth Brown, Van Benschoten, Harry Hall, Jr., Wise, J. W. Powers, Greenleaf and Davis of Harvard, Baggot, Caldwell, and others. There are twenty-two men in the mile-handicap and almost as many in the two-mile handicap. In the half-mile scratch race there will be a great fight between Davis, Windle and Halsted. The track is being put in splendid shape. The prizes excite universal admiration. All New York has been placarded and the meet has been thouroughly advertised.

SPECIAL TRAINS.

The races will be started promptly at 2.30 P. M.

A special train will leave the Grand Central Depot, Forty-second street and Fourth avenue, at 2 o'clock, reaching the grounds at 2.17. A number of regular trains run from the Grand Central Depot during the afternoon. Admission to grounds, including excursion railroad fare, seventy cents.

Take Sixth or Ninth avenue "L" train to 155th street, from which point trains will leave on the New York and Northern Railroad at 2, 2.10 and 2.20 P. M.; six minutes to grounds. Tickets, including fare from 125th street to grounds and return, sixty cents. Tickets on sale at New York and Northern Railroad depot at terminus of "L" road.

The grounds may also be reached a-wheel, as follows: Up Seventh avenue to Macomb's Dam bridge, and directly up Central avenue a short distance, when, on left side of road, a sign will be seen, reading: "Berkeley Oval, 5 minutes' drive." This road will bring direct to the grounds.

Brooklyn cyclists with wheels may reach the Grand Central Depot by ferry from Broadway, Brooklyn, to Twenty-third street, New York City, thence across to Fourth avenue and up Fourth avenue to depot.

RACING AT PHILADELPHIA—THE GREAT 100-MILE ROAD RACE.

Last Saturday afternoon the first of the races for the five mile challenge cup of the Pennsylvania Bicycle Club was held on the track of the Y. M. C. A. Athlethic Club, in West Philadelphia. The cup, which is a magnificent silver trophy, about 20 inches in height, is held by the winner, subject to a challenge from any active member to race within thirty days' notice. Sixteen entries, (but ten starters) for the first race, on Saturday, promised a lively contest, nor were the some two hundred spectators—a fair sprinkling of whom were ladies—disappointed. The weather was raw and blustery and the heavy wind and soft track prevented anything like fast time. As the racers were variously handicapped, ranging from 1-2 to 2 laps, and as the track is a five lap one, the race was no sooner started than the men were so mixed, that one could scarcely tell t'other from which. Following are the starters, handicaps and finish: J. W. Draper, 1-2 lap, 1; D. A. Longaker, 1 1-2 laps, 2; Jno. G. Fuller, scratch, 3; C. L. Leisen, 1 lap, 4; A. Kohler, 1 lap, 5; John A. Wells, 1 lap, 6; L. J. McCloskey, 2 laps, 7; W. W. Randall, 2 laps, 8; L. A. Hill, scratch, dropped out; W. P. Street, Jr., 2 laps, dropped out. Fuller twice rode too close to the curb, and the second time ran in so near to Kohler's wheel that the two collided, and two headers were the result. Fuller's wheel was damaged, so Hill very kindly gave him his, but the delay spoiled all his chances of winning, by Draper—the man he had to fear most—getting so far ahead as to render catching him, out of question. In fact it was in doubt as to whether he could have caught him at all, as Draper rode a plucky race. Before this race, an impromptu contest between the married and single ones was run off, in which Wells and Street, married, scored five points against the same number for Longaker and Randall, single; Wells coming in first, Longaker, second, Randall, third and Street, fourth.

Through Captain Supplees' offices, prizes for all the contestants in the cup race were provided. Draper took a solid silver match safe, Longaker a pair of silver salt and pepper casters, and the rest booby prizes. Everything was voted a great success—especially the presentation of the prizes, which took place at the club house after the races, before an invited audience. President George T. Laing welcomed the guests, and Captain Wm. D. Supplee made the presentation speeches in his usual happy vein.

Howard Pyle, of Wilmington, having challenged McDaniel to a

24-hour road race, the outcome of the matter is that *Sporting Life* now offers a valuable gold medal, on condition that the race is made a hundred-mile road race. Preliminaries have all been arranged, and the race will be run on Election day, Nov. 6th, starting from General Wayne Hotel, on Montgomery avenue, at 11 o'clock A. M., over a course on Montgomery avenue from city line to Ardmore, returned to city line via Lancaster pike. This course is a triangular one, and has the great advantage of only two checkers being required, as it is impossible to pass them without riding over the entire course. It is rolling in character, over fine Telford roads without any steep hills, and it is hoped that record may go. Entries are open to all amateurs, and any style wheel, and already Dampman, Merrihew and McDaniel—three of the winners of the Buffalo 100-mile—are entered. Entries close with *Sporting Life*, Philadelphia, at noon, Nov. 3d. Fee, 50 cents.

Pyle will make an attempt on the 24-hour record, having been trained by Daniels, the Springfield Roadster trainer. He started last Friday afternoon, but was stopped by rain after completing 58 miles.

The road race between Wilmington and Reading takes place on Nov. 3d. The Reading team would not agree to a neutral course, as should have been done, but have insisted on the road from Myerstown to Reading, a distance of about twenty-one miles. The Wilmington men wanted the Lancaster pike selected, as being a fine course, and fair to both parties, while the race here would have attracted much attention. Who will go to see it where it now comes off? The road is a poor one, being very hilly and stony. The hills are especially rough and stony, and a crank wheel cannot be safely ridden down them at speed. The general impression here is that it was selected on precisely that very account, so as to give the Star wheels every possible advantage. If Wilmington *should* win it will be so much more to their credit, while the Reading team, under the circumstances, will not be able to claim the credit they could otherwise have done, if they carry off the prize. "ARIEL."

Philadelphia, Oct. 22, 1888.

THE KODAK.

THIS week we print an advertisement from the Eastman Dry Plate Co., of Rochester, which brings to the attention of riders one of the most perfect and compact photographic apparatus ever invented. No heavy glass plate to break or carry, and one hundred pictures can be made before the films have to be replenished. We have always held that cycling and photography should be more generally practiced in common, but the cumbersome camera and glass plates, made the combination difficult.

The invention of the wonderful little Kodak has made photography easy for the cyclist, and we expect the Eastman Co. will reap a large reward for producing a camera and outfit that makes the carry of same about as easy as a well filled pocket book.

FROM UNION CITY, TENN.

THINKING probably a few notes from this remote corner of the State might interest some of our brother wheelmen of old Tennessee, I ask you to bear with me while I relate my pleasant and successful trip to the Gibson County fair last Saturday, Oct. 13. This was the first appearance of a bicycle on the programme, and is a special premium, although the fair has been held every year for a number of years. All acknowledge that no feature in the programme created so much interest and enthusiasm. The directors were highly pleased, and say that they will give bicycling a large space in the programme of their fair next year.

Four special prizes were offered for first and second places in the two contests. First—For graceful riding, your humble servant winning first (silver table ware); second, same prize, won by Frank Watts. Second contest—Half mile speed, Frank Watts, first; myself, second; S. H. Davidson, third. Our exhibition was inside of of the Amphitheatre, and ten of the prettiest ladies in the State were the judges, and they were so kind and generous that they wanted to tie blue ribbon on all of us. Suffice to say, this was a "gala" day for us poor knights of the wheel. After the races were over, through the kindness of the Association manager, we were introduced to a number of Gibson County's fairest beauties. We possessing the courage of a cycler did not lower the cycler's reputation, although many side glances and remarks were over seen and heard, criticising on our shape, especially Frank's calves.

I am trying to push the L. A. W. work in this immediate vicinity, but with little success. However, I have some promises, under the leadership of our genial, enterprising Chief Consul, Mr. J. R. Wilson, Jr. We look forward with bright anticipations to a greatly increased number of new L. A. W. members in this State the coming year. No. 5043 (old No.).

A TANDEM TOUR IN NORWAY.

By S. Golder.

ILIFFE & SON, LONDON.

ONE of the most interesting little books of travel is that written by Mr. S. Golder, who, in company with Mr. H. J. Leake, made the trip through Norway on a Marlboro' tandem.

The story has appeared in serial form in *Bicycling News*, and it is now produced in book form together with the excellent illustrations by Mr. Geo. Moore.

The trip only took about eight or ten days, but there is much that is interesting and amusing that occurred during that period. The cost of traveling in Norway cannot be heavy, as the average cost per day is put down by Mr. Golder as being about $1.75, and this he says is a high estimate. In conclusion the author says: "I have cycled pretty considerably in England, Scotland, Wales, Ireland, France, Holland and Belgium, and can safely say that for comfort and cheapness Norway is *par excellence* the place for a pleasant holiday. The invariable politeness of the people, the quaintness of their customs and the grandeur of the scenery blend together, as time goes on, into those pleasurable recollections which are more lasting than the comforts of the moment."

The price of book in this country is fifty cents, post paid, and the BICYCLING WORLD Co. are the United States agents for its sale.

THE ART OF TRAINING FOR CYCLE RACING.

GEO. L. HILLIER & T. H. S. WALKER.

(Bicycling World Co. United States Agent.)

SINCE Cortis' great book on training there has been no attempt to publish a book on this most important branch of the sport.

The authors of the volume under review are both more than merely competent to speak by the card. In fact we doubt if there is a man in England who has made a closer study of the art of training than Mr. Hillier.

Mr. Walker is the President of the Berlin Racing Association, and is a gentleman who has achieved fame on the racing path as well as his co-author, Mr. Hillier.

The book is the product of vast experience and good common sense, and will prove an invaluable hand-book for the novice or the veteran alike. In treatment the subject has been handled exhaustively; the care and selection of the wheel and parts of same, and assing, foot gear, road racing as well as path, foo[illegible] work of the or. win a race, and a few hints to trainers.

The book is printed in English, Fre[illegible] and [illegible] one cover, and it is handsomely bound [illegible]

The BICYCLING WORLD Co. has bee[illegible] for the United States, and all orders boo[illegible] a shipment expected in a couple of weeks. All orders address to BICYCLING WORLD Co., [illegible]

AROUND THE WORLD ON A BICYCLE—[illegible]

FROM TEHERAN TO YOKOHAMA—BY T. STEVENS

Charles Scribners' Sons, New York.

WHEN we laid down the first volume of Mr. Stevens' unique history of travel, it was with feelings of regret that we could not at once take up the second volume and continue the pleasure of reading one of the, if not *the*, most remarkable accounts of travel ever accomplished by man. The first volume closes with Mr. Stevens comfortably quartered at Teheran, waiting for the rigors of winter to pass and allow him to continue his journeyings.

The present volume under review commences with a description of his winter life at the home of the Padishah.

In March, 1886, Mr. Stevens bids farewell to his friends and in the face of universal discouragement at their hands started out to cover the country laying between the Persian capital and India.

Turkestan and Afghanistan, the most dangerous countries in the world, had to be traversed, but notwithstanding the prophesies that certain death would ensue if he attempted to pass through Afghanistan the intrepid Anglo-American determined on pushing through.

Before leaving Teheran, the Russian Minister assured Mr. Stevens that his government would permit and aid him to pass through Turkestan, but on reaching Meshid, 600 miles on his way, he was advised officially that the Russian government would not permit him to pass through that country. At the same place and at the same time he received official warning from the British Commissioners not to cross the Afghan frontier. There are few men in this world but that would have at once given up and gone back, but Stevens was made of different stuff, and notwithstanding "refusals" and "warnings" he pushed on, determined to make the attempt at all hazards. After repeated efforts and many miles of weary traveling

south along the Afghan frontier, he managed to penetrate into that country unmolested, until reaching Furrah he was placed under arrest. He was treated kindly and urged to turn back; this he refused to do, and so he was escorted to Herat. At this place he was shown the utmost kindness, but as to his ultimate disposition he was ignorant until the Boundary Commission, 200 miles away, had been heard from. At last it came, and the depressing verdict was that he must turn back and find his way to India by some other route. Under guard Mr. Stevens was taken back to the frontier and sent back on his way. This part of the narrative is of the most interesting character.

The 2400 miles back to Constantinople was considerable of a job in itself but it had to be done, and so Stevens-like he accepted the inevitable and got there as quick as he could. From Constantinople he went to India via steamer and rail.

His story of the trip through India is full of interest, as also is his narrative of the "warm" reception he received at the hands of the Celestials while cycling through the flowery kingdom.

This volume contains much that did not appear in the story published in serial form in *Outing*. The addition of a very interesting table of the itinerary is a valuable addition to the book.

The book is well illustrated, and the only feature that we can criticise is the oversight in not giving a series of maps showing route, etc. We speak by the card when we say that Mr. Stevens' book should be placed on the shelf of every library in the land. As a narrative of travel it is invaluable, and as a monument of human pluck it is remarkable.

"GOOD FOR THE ADAMS EXPRESS CO.," AND ALSO ABOUT LADIES' BICYCLES.

Editor Bicycling World: In July of this year I shipped by Adams' Express from Philadelphia to Washington, D. C., my Humber tandem tricycle, uncrated, leaving it myself at the express office.

I chanced to go down to Washington in the same train with it, and in passing the baggage car noticed the machine within and remarked to my wife that our treasure was all right so far, for it sat in full view and we could both see that it was uninjured.

On our arrival, however, these cheerful anticipations were turned to considerable sadness, for when the machine was delivered to me a wheel was badly buckled, the forward handle-bar bent almost into [illegible] the bell smashed, and a stout rubber band, used by me as through the [illegible]g, had mysteriously disappeared—I say mysteriously [illegible]andles are cross bars, and the strap could only be put [illegible]y. However, it was gone and so was our peace of [illegible].

[illegible]. S. Owens, who very obligingly repaired the [illegible]lay. So far well enough, but I felt sure that the

APPLICATIO[illegible]cident; I believed it to be the result of gross [illegible]fference on the part of some one in the car.

The follo[illegible] [illegible]upped it "at owner's risk," but I rather took ship rec[illegible] [illegible]omprehended, to mean the protection of the wi[illegible] [illegible]able accident than the imposition upon the [illegible] caused by reckless or incompetent employes of [illegible]. I did not feel that I had, or wished to make, any claim against the company for money value of the hurt they had inflicted upon my machine, but I thought that to protect other cyclers the man ("wretch," my wife calls him) who had wantonly mashed my tricycle should be hunted up and reprimanded. I thought that thus some check might be put upon similar misadventures.

With these ideas I made a written complaint of my wrongs to the Philadelphia Express Agent and as a result, received the amount of my bill for repairs and the cost of the bell!

This of course did not restore my machine unbroken, but it forms a precedent, and I want my brothers of the League to know it. I did not ask for nor expect money, and it was a spontaneous offering to the Goddess of Justice, from a great corporation to an humble individual. Good for the Adams Express Company! say I.

Apropos of this jaunt to Washington; it's object was to

GET A LADY'S BICYCLE FOR MY WIFE,

and to have her taught to ride the same. I bought a "Salvo" from Mr. H. S. Owen, and my wife mastered it the first week; the second week she took trips to Cabin Johns, the Great Falls, and other places, and felt in good form for a trip to Dingman's Ferry and thereabout, which we proposed taking immediately upon our return to Philadelphia. This, unfortunately, we were unable to do, but at least I had the satisfaction of introducing these beautiful machines to the Philadelphia Bicycle Club, of which my wife and I are members and to Philadelphia. I hope soon to see the graceful affairs flying about everywhere. My wife's "Salvo," "Ye Jim," weighs forty-four pounds, and is a perfect little beauty, with a finish like a jewel. It is geared to fifty inches, and it "pushes" my "Veloce" up hills when my wife and I are out together.

If the ladies could but realize the superiority of grace, lightness, speed and ease of a woman's bicycle above a tricycle the three wheels would have to go and go at once. A pretty woman in a trig habit, darting along on a bicycle, looks like some graceful bird skimming along the earth. No knee movement, no bending of the shoulders, no walking up hill, no lagging behind the swiftest husband or brother. My wife often says, when we pass a lady on a tricycle, "ah, if that girl only knew."

However, I know I must not write a book about it, even though I am a decided enthusiast upon my subject. L. A. W. 968.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

THE Gormully & Jeffery Mfg. Co. are the largest manufacturers of leather sundries in the trade. They make four saddles, seven tool bags, besides numerous other articles such as bells, etc.

MR. J. P. HALL, of Albany, Oregon, has enjoyed a 400-mile trip through Southern Oregon, to Coos Bay and return. He crossed the Coast Range Mountains twice, and travelled 150 miles over a rough mountain trail, over which no bicycle had ever passed. The machine ridden was a Columbia Light Roadster.

R. F. PAINTER, of Greenfield, is a cycler who carries his 45 years with as great ease as though he were only 25. He lately came to Boston to try our roads and of course he had to visit Corey Hill. After surveying the eminence he came to the conclusion that he would "have a go" at the back part, the part that has not very often been ridden. In the presence of a goodly company he started and succeeded in climbing it, although the surface was in horrible condition. His mount was his ordinary Springfield Roadster.

ONE of the "triggist" childrens' tricycles is that just put on the market by the Overman Wheel Co. It has tangent spokes, and has an air of beauty and high-tonedness, marvelous when we consider this beautiful little machine can be bought for $25.

THE bicycle thief is abroad, why not buy one of those locks and chains made by the American Railway Equipment Co., 45 Broadway, New York. They are just the thing to head off the festive and expert cycle thief.

THE *Ironmonger*, a trade journal of high standing, has lately published some very interesting articles on the American cycle trade. The first article was on the productions of Messrs. Gormully & Jeffery, and the last one on the Pope Mfg. Co. The *Cyclist* reproduces both articles.

WE had the pleasure of trying one of the new Singer safeties the other day, and we can bear witness to the excellence of its running qualities. We soon mastered the steering so that we could run it without hands. Although the machine was geared up to 57, we found no difficulty at all in driving it up good stiff hills.

THE London *Standard* has an account of the start of ten cycling tourists from the Normal College for the Blind, at Norwood. A four and an eight in hand were used, the steering done by men with perfect eyesight, the rest being stone blind. There is a world of pathos in the mere thought of these poor blind men traveling through scenes of beauty and not able to enjoy same.

THROUGH the courtesy of Mr. Ross, the American manager of the Singer Co., Miss Pauline Hall was given the use of that firm's "latest," in the form of a lady's bicycle. It is the only one in the country at present, though a large invoice has been ordered ready for next season's trade. Miss Hall was unqualified in her praise of this splendid little machine, and was especially pleased with the speed she could get out of it, as well as the great ease in steering.

THE Harvard Bicycle Club has challenged the Technology Club to a team road race, giving them the choice of course, distance and number of men to compete, the race to come off about Nov. 11th. If the Tech should accept an interesting race should result, as both clubs have a number of good men, though Harvard's riders train almost entirely on the track.

A SMALL expenditure in advertising in a judicious selection of newspapers is often contemplated by persons who have not a clear idea as to what publications should be taken or the cost; they consequently find a difficulty in carrying out the plan without having the cost exceed the amount contemplated. Such persons do well to send the copy of the advertisement and a check for the amount of money to be used to Geo. P. Rowell & Co.'s Newspaper Advertising Bureau, 10 Spruce street, New York, and leave the selection of papers and the number of insertions in each to be determined by their experience and judgment. In that way the advertiser gets the best service possible for the money he expends, and the work is promptly done—no time being lost in correspondence.



LEAGUE HEADQUARTERS:

12 Pearl Street, - - . - Room 27.

ABBOT BASSETT, Secretary.

MARYLAND has issued a small card folder for the pocket. It contains a list of hotels and rates, and also a list of consuls. This will be convenient for tourists. It is not enough to appoint a hotel and publish it in the BULLETIN. Every consul should be furnished with some such lists as this, that can be handed to tourists. The example of Maryland is a good one to follow.

STATE Divisions have the power to make such rules as they choose for their own government, but these rules must be consistent with the League Constitution. In several States the League Constitution was not carefully studied, and rules have been passed which vary from it in very important particulars. All such rules are null and void, and must be changed.

League Clubs.

No. 210, Chattanooga Cycle Cycle Club, Chattanooga Tenn., G. A. Wilkinson, Sec..Treas.

Rhode Island Consul.

L. B. Waldron is appointed Consul at Bristol, Vice Rev. S. H. Day.

C. S. DAVOL, C. C.

Ohio Club Representative.

Roy Antibus is elected to represent the Richland Ramblers of Mansfield in the Ohio State Board of Officers. E. J. Gilbert, Sec.

To Virginia Division Members.

In accordance with a request wired by the Chairman of General Committee on Bicycle Races and the Richmond members. The third annual meet will be held Oct. 29th and 30th instead of 22d and 23d.

J. C. CARROL,
Chairman Committee.

Kentucky Consuls.

The following are appointed Local Consuls for Kentucky.

Kinney Lowe, Newport.
H. C. McDougal, Maysville.
H. Redmon, Cynthiana.
A. J. Winters, Paris.
T. H. Tarr, Lexington.
R. E. Turley, Richmond.
J. C. Taylor, Danville.
A. J. Lamb, Louisville.
Hal. P. Ware, Hopkinsville.
H. W. Sawyier, Frankport.
Lou P. Fraser, Paducah.
L. B. Ferguson, Louisa.

ED. H. CRONINGER, C. C.

Kansas Division.

The third annual meet was held at Topeka, Oct. 4, 1888, in club rooms of Topeka Wheelmen. Meeting called to order, with Chief Consul W. C. Bradley in the chair. The minutes of the last meeting were read and adopted. Messrs. A. J. Henley as Chairman, E. R. Jewett, H. S. Hall, E. W. Bowles and W. Taylor as the Racing Committee, were elected by ballot.

The following were nominated and the Secretary allowed to cast the ballot, as the Touring Committee:

J. H. Everest, Lyons, 1st—Wakeeny District.
O. A. Hughes, Larned, 2d—Larned District.
P. B. Pulsifer, Concordia, 3d—Concordia District.
C. S. Davis, Junction City, 4th—Junction City Dist.
E. A. Trussell, Leavenworth, 5th—Leavenworth District.
T. W. Metcalf, Olathe, 6th—Topeka District.
Lee Patrick, Ottawa, 7th—Ottawa District.
Harry Lesh, Wichita, 8th—Wichita District.

The Secretary-Treasurer read his report, and on motion was accepted.

A communication from the Ottawa Wheelmen, inviting the Kansas Division to hold its next meet at Ottawa was read. Chief Consul W. C, Bradley placed A. Jos. Henley in the chair while he spoke of the advantages of holding the next meet at Ottawa. On motion, that the Board of Officers be notified that it was the sense of this meeting that the next meet of the Kansas Division be held at Ottawa, was carried unanimously. Mr. W. E. Swift spoke in regard to an ordinance about to pass the City Council of Topeka, prohibiting cyclers from riding over a certain bridge, and to dismount on meeting a fractious horse. On motion, and carried, the Secretary was instructed to write to the Rights and Privileges Committee in regard to this, and ask their assistance if necessary. On motion, and carried, the annual dues to be $1, or same as last year. On motion, and carried, that the Division have an annual tour, and the Touring Committee to work on the same at once.

On motion, and carried, a vote of thanks was tendered to Topeka Wheelmen for their hospitality, use of rooms, etc. Adjourned.

OTTO H. WULFEKUHLER,
Sec.-Treas. Kansas Div. L. A. W.

NOTES. After the meet the Board of Officers had a meeting and decided that the annual meet of Kansas Division for 1889 be held in Ottawa. Time not stated.

Kansas Division has now 150 members and $95.78 in the treasury.

Rhode Island.

The Committees of the Rhode Island Division for the coming year will be as follows:

Finance—Chas. S. Davol, Warren; Nelson H. Gibbs, Providence; Geo. C. Newell, Pawtucket.

Rights and Privileges—Jos. C. Ely, Providence, Chairman: Geo. L. Cooke, Providence; Dr. J. H. Morgan, Westerly.

Touring—Geo. L. Cooke, Providence, Chairman; Chas. H. Howland, Providence; Jas. L. Spiers, Providence.

Rules—O. M. Mitchell, Providence, Chairman; H. L. Dyer, Newport; Arthur Knight, E. Greenwich.

The appointment of the Racing Committee will be deferred. Fraternally yours,

CHAS. S. DAVOL, Chief Consul,

New York Division Constitution.

The New York State Division L. A. W. is hereby reorganized under Sect. 2 Article 2 of the Constitution of the League of American Wheelmen, said Constitution being adopted as the Constitution of this Division.

By-Laws.

ARTICLE 1.

Sect. 1. The membership in this Division shall consist of wheelmen resident within the State and eligible under article 3 of the Constitution.

Sect. 2. The annual dues shall be the sum of one dollar and fifty cents ($1.50) per member payable to the Secretary of the League on or before the first day of May in each year.

Sect. 3. The officers of the Division shall be Chief Consul, a Vice Consul, a Secretary-Treasurer and Representatives as provided for in article 4, section 2 of the Constitution.

Sect. 4. The above officers shall hold offices for the term of one year, or until their successors are chosen, and shall constitute the Board of Officers of the New York State Division of whom eleven personally present shall constitute a quorum for the transaction of business.

ARTICLE 2.

Sect. 1. Two meetings of the Board of Officers shall be held in each year, the annual meeting in the month of September, and the semi-annual meeting in the month of February, the time and place for holding said meetings to be selected by the Executive Committee, thirty days notice thereof to be given through the official organ.

Sect. 2. Special meetings may be called by the Executive Committee. Upon the written request of not less than fifteen members from at least three election districts, the Chief Consul, shall call special meetings.

Sect. 3. There shall be an annual meeting of the Division in the month of September at the time and place for holding the annual meeting of the Board of Officers; notice of said meeting to be given through the official organ at least thirty days prior thereto.

Sect. 4. At regular meetings of the Board of Officers the order of business shall be as follows:

1. Calling Roll. Reading minutes of the last meeting.
2. Report of the Chief Consul.
3. Report of the Secretary Treasurer.
4. Report of Standing and Special Committees.
5. Communications from the National Assembly.
6. Election of Delegates to the National Assembly.
7. Unfinished, new and miscellanous business.
8. Adjournment.

Sect. 5. At special meetings of the Board, no business shall be transacted except the such as is specified on the call.

Sect. 6. At meetings of the Division, business of general interest to the organization may be transacted.

ARTICLE 3.

Sect. 1. It shall be the duty of the Chief Consul to preside at all meetings of the Board of Officers and of the Division; appoint all committees not otherwise specially provided for; fill all vacancies, caused by death, resignation or removal in the Board or its committees, except in the case of Representatives from League Clubs (such vacancies shall be filled by an election in the club where the vacancy exists) shall appoint Consuls and League Hotels, as in his judgement shall be for the interest of the Division, and wheeling generally; shall report to the Board of Officers at its annual and semi-annual meetings, fully all the work done by him, together with such suggestions and recommendations for the future, as he may deem of interest to the Division. He shall be allowed such sums annually for the expense of his office, as shall be fixed by the Board of Officers at its annual meeting.

Sect. 2. In the absence of the Chief Consul, the Vice Consul shall preside at all meetings and perform all duties appertaining to the office of Chief Consul, and in the event of the Chief Consul's death, removal or resignation, shall succeed to his office until the next ensuing annual election.

Sect. 3. The Secretary-Treasurer shall, at all times, have a complete alphabetical and geographical roll of the Division Membership, arranged in Districts as hereinafter specified; he shall record the proceedings at all meetings of the Board and the Division, shall receive and disburse all monies; and shall receive and in the presence of the Committee on Rights and Privileges open and canvass all the mail votes and certify the result thereof to the Chief Consul within five days thereafter and shall cause the same to be published in the official organ and generally perform such duties as appertain to his office. A bond shall be required in the sum of three thousand dollars ($3000.00) for the faithful performance of his duties, and he shall pay out no monies except upon the order of the Executive Committee. He shall be allowed such sums annually for the expenses of his office as shall be fixed by the Board of Officers at its annual meeting.

Sect. 4. It shall be the duty of Representatives to attend punctually all meetings of the Board of Officers, and of the Division; ascertain and promote the interest of the Division in the districts they represent, and assist the Chief Consul in [illegible] the work of the organization in such [illegible]

ARTICLE 4.

Sect. 1. Any wheelman shall have [illegible] active member to [illegible] annual dues [illegible] Club, and [illegible] Clubs under [illegible]

Sect. 2. [illegible] bership [illegible] cease [illegible] this [illegible]

Sect. [illegible] to be [illegible] elected, [illegible] Board.

ARTICLE 5.

Sect. 1. For the purpose of electing [illegible] sentatives, the Division shall be divided into districts as follows:

First District—New York, Richmond and Westchester Counties.

Second District—Kings, Queens and Suffolk Counties.

Third District—Columbia, Greene, Renssalaer, Albany, Saratoga, Washington, Warren, Hamilton, Essex, Franklin and Clinton Counties.

Fourth District—Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, Steuben and Schuyler Counties,

Fifth District—Chemung, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam and Rockland Counties.

Sixth District—Niagara, Orleans, Genesee, Wyoming, Erie, Livingston, Cattaraugus, Chataugua and Monroe Counties.

Sect. 2. Each district shall be entitled to one Representative for each one hundred members of the Division residing therein, on the first day of July in each year.

Sect. 3. At its semi-annual meeting the Board shall appoint a committee of three, whose duty shall be to nominate suitable candidates for Chief Consul, Vice Consul and Secretary-Treasurer, and to report the same to the Secretary-Treasurer on or before the first day of June; the Secretary-Treasurer shall cause the same to be published in the Official Organ on or before the first day of July.

Sect. 4. On or before the first day of June, in each year the Chief Consul shall appoint a committee of

three in each election district, whose duty shall be to recommend suitable nominations for general Representatives from their respective districts: such nominations to be sent to the Secretary-Treasurer of the Division on or before the first day of July. In event of t e failure on the part of these committees to perform this duty, the Chief Consul and Secretary- Treasurer shall nominate. All nominations to be published in the Official Organ, on or before July 1st.

Sect. 5. The Secretary-Treasurer shall prepare and distribute to the Division on or before the 20th day of July, a blank ballot containing the names of the offices to be filled and the number of General Representatives to which the district is entitled.

Sect. 6. All ballots shall be signed by the member voting and returned to the Secretary-Treasurer of the Division, on or before the 15th of August.

ARTICLE 6.

Sect. 1. There shall be the following standing committees consisting of three members each, i. e:

1. Executive and Finance, to consist of the Chief Consul, Vice Consul and one member to be elected by the Board from the Division membership.
2. Rights and Privileges.
3. Rules and Regulations.
4. Improvement in the Highways.

Sect. 2, Chairmen of the Standing Committees if not members of the Board when chosen shall be members of that body during term of office.

Sect. 3. The Execntive Committee shall have power to expend such money as shall be necessary in the management and conduct of the affairs of the Division but no unsual or extraordinary expense or obligation shall be incurred without the consent of the Board of Officers.

Sect. 4. The duties of the Standing Committees shall be as defined in the By-Laws of the National Association.

ARTICLE 7.

Sect. 1. Any officer of the Division may be removed from office for malfeasance or dereliction of duty, by a two thirds vote of the members present at any meeting of the Board of Officers, provided that written notice of charges shall have been served on him at least fifteen days prior thereto and that he be given an opportunity to be heard. All charges shall be preferred to the Executive Committee which may suspend the Officer so charged pending the investigation.

ARTICLE 8.

Sect. 1. These By-Laws may be amended by the Board of Officers at any regular meeting by a two thirds vote of the members present, provided that two weeks notice of said amendments shall have been given through the Official Organ.

CHARLES H. LUSCOMB,
KNIGHT L. CLAPP,
DR. C. S. BUTLER,
Committee Rules and Regulations,
New York State Division, L. A. W.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at 10 A. M. on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

List 162—Total 66—11,700

BOSTON, Oct. 26, 1888.

CONNECTICUT DIVISION—2—470.

Unattached.

20943 Wilson, James Price, 123 Park st., New Haven
20944 Sherwood, F. P., L. Box 202, Southport

ILLINOIS DIVISION—1—734.

Champaign Cycling Club.

20922 Nicolet, A. J., Champaign

Ft. Dearborn Cyclers.

20921 Kean, Fern A., 61 Ellen st., Chicago

Illinois C. C.

20962 Krause, H. C., 107 Leavitt st., Chicago

Unattached.

20938 Wagner, A. H., 209 Mound st. Joliet

IOWA DIVISION—3—170

Dubuque Wheelmen.

20900 Cain, Addison, Dubuque
20901 Farwell, F. O., 28 So. Bluff st., "
20902 Goan, Walter, 669 Main st., "

KANSAS DIVISION—1—152.

Unattached.

20934 Scheel, W. A., Emporia

KENTUCKY DIVISION—1—89.

Kenton Bi. Club.

20945 Schuitker, A. E., 9th and Madison ave., Covington

MARYLAND DIVISION—4—460.

Centaur Cycle Club.

20923 Southcomb, W. F., Holliday and Baltimore sts., Baltimore

Crisfield Cycle Club.

20924 Gibson, Oliver P., Crisfield

Unattached.

20939 New, William W., 1620 Druid Hill ave., Baltimore
20925 Ran, William, Eastern ave. and Third st., Highlandtown

MASSACHUSETTS DIVISION—5—1222.

Medford Cycle Club.

20903 Barker, W. S. Jr., care Russ, Cobb & Co. Boston
20904 Copeland, Ernest L., 75 High st., "
20905 Newcomb, Geo. E., 12 West st., "
20906 Preston, John M., Box 1864, "

Unattached.

20946 Barrows, Edward D., Box 92, Fayville

MICHIGAN DIVISION—2—351.

Hillsdale Bi. Club.

20926 Porter, Robert S., Sutton Block, Hillsdale
20927 Smith, Chas. W., "

MISSOURI DIVISION—5—348.

Oregon Bi. Club.

20935 Zachman, John N., Oregon

Unattached.

20947 Morse, W. C., De Soto
20940 Brown, W. H. S., 608 Market st., St. Louis
20948 Harman, Harry, 2937 Lucas ave., "
20941 Lingenbrink, H., 2028 Morgan st, "

NEW HAMPSHIRE DIVISION—1—103.

Nashua Cycle Club.

20897 Parkhurst, Almon H., 27 Amherst st., Nashua

NEW JERSEY DIVISION—5—730.

Trenton Wheelmen.

20928 Chapman, E. H., Empire Rubber Co., Trenton
20929 Cook, Edw. D., Trenton Oil Cloth Co., "
20930 Montgomery, N. R., Trenton House, "

Unattached.

20949 Foster, A. W., P. O. Box 133 Cape May City
20936 Winterburn, John A., Box 114, Edgewater

NEW YORK DIVISION—4—2422.

N. Y. Bi. Club.

20937 Kemp, Wm. H., 178 Hudson st., New York

Unattached.

20808 Agens, Ernest A., Lowville
20942 Brown, Samuel C., 42 East 57th st., New York
20950 Cornelius, C. M., 361 Madison ave., "

OHIO DIVISION—9—928.

Lima Wheel Club.

20952 Agerter, F. B., Lima
20931 Johnston, M. L., "
20932 Ritchie, Walter J., "
20933 Sterrett, R. W., "

Richland Ramblers.

20953 Bristor, F. T., Mansfield
20954 Marquis, F. H., "
20955 Tischler, J. J., "

Unattached.

20951 Gormly, J. C., Bucyrus
20956 Odell, H. B., Plimpton

PENNSYLVANIA DIVISION—1—1452.

Unattached.

20899 Weidenhamer, H. G., Watsontown

RHODE ISLAND DIVISION—3—255.

Pawtuxet Wheelmen,

20958 Bradford, Edw. F., 126 Fountain st., Providence

R. I. Wheelmen.

20959 *Webb, Adelaide E.*, 13 Seekell st., "

Unattached.

20757 Ballou, Leslie B., 15 Cottage st., "

TENNESSEE DIVISION—14—75.

Chattanooga Cycle Club.

20907 Brawner, P. A. Jr., Chattanooga
20908 Calkins, H. B., care Pickens and Thayer "
20909 De Golia, Dr. W. S., "
20910 Ewing, Orrville, 7th and Market, "
20911 Hamlin, C. E., Montague Block, "
20912 Harter, W. O., 24 W. Ninth st., "
20913 Lockhart, A. P., care Alex Ayer. "
20914 Krause, Augustus, care Pickens and Thayer, Chattanooga
20915 McMillins, D. C., 239 Oak st., "
20916 Nix, Joseph, Nix and Faust, "
20917 Ochs, Geo. W., Times Office. "
20918 Sedgewick, Thomas, Sedgewick Ristine & Co. Chattanooga
20919 Taylor, F. H., U. S. Express Co., "
20920 Vinson, F. A., 1st National Bank, "

VIRGINIA DIVISION—1—113.

Portsmouth Wheel Club.

20960 Wonycott, F. K., Box 332, Portsmouth

WISCONSIN DIVISION—1—95.

Unattached.

20961 Meyer, Fred. Sheboygan

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to April 30th next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club, *P. O. Address,*

References: *City*

State,

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra. Leave the margins in using the blank.

The current League year has been extended to April 30, 1889, and all memberships will be continued beyond Jan. 1 until that date. Until Oct. 1, 1888, enclose $1.50 with the application, after that date, and until April 30, 1889, enclose $1.25.

New York World.

MONDAY, OCT. 22, 1888.

Up Eagle Rock Hill on a Bicycle.

One of the most astonishing feats ever yet accomplished on a bicycle was performed by Mr. John Schoefer, of the Brooklyn Bicycle Club. He rode an ordinary crank machine from foot to top of Eagle Rock Hill, near Orange, N. J. The hill is over a mile in length and has a continuous grade of about one foot in ten. Its surface is of macadam. Other bicyclists have succeeded in climbing the hill on "safties," but Mr. Schoefer is the first to succeed in the attempt on an ordinary bicycle. A very strong wind blowing directly down the hill made fast time impossible.

Mr. Schoefer's mount was an ordinary fifty-one inch Columbia Light Roadster, with a racing saddle placed very near the head.





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